Continued from Page 23

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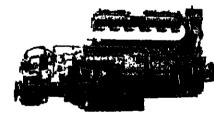
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pany and management pany and management suited property of the pany of the pan

A SCOTTISH consortium is having the She will also supply the fac-

A SCOTTISH consortium is having the state of the converted to the Norwegian Mustad autoline system. It will use her to supply the new factory due to start up this month at Breasclete, Isle of Lewis.

She will also supply tory.

At 48, "Eck" Anderson is one of the youngest of the East Fife skippers brought up in the tradition of manual longlining. George Barclay is well known in both trawl and selection of the convergence of the supply tory. month at Breasclete, Isle of Lewis.

The Highlands and Islands Development Board is backing the venture, which will be run by the Breasclete Fishing Company Ltd. with a share capital of

There are four partners in the consortium: Alex Ander-son and George Barclay, line skippers from Anstruther; George Craig and Sons Ltd., the Aberdeen trawling com-

pany and present owner of Grampian Crest; and Lewis Stoklisk (see panel).

The Wood Group is converting Grampian Creet, installing the Mustad system. This work should be completed by

# FISH DRYING **VENTURE**

LEWIS Stokfisk, fourth and A/S Knut Stoknes of

It is introducing a new fish drying operation in the factory being built by the HIDB at Breasciete. A new 45-top pler, also built by the HIDB the HIDB the HIDB took lee first land the HIDB, took its first landings in April and the factory is due to start up this month.

begin to help supply the Breasclete factory.

She is the second vessel to be converted to autolining in Scotland with the help of the HIDB. The 114 ft. Anni

begin to help supply the Grampian Crest. She will carry eight men.

Elisabeth, owned by the carry eight men.

Island fisher men in Island fisher men in terested in learning the new terested in learning the new technique will be able to join the crew as trainees. Boston trawling to quit Grimsby

line fishing in Scotland.

Only five Scottish vessels, mainly in the hands of Fife owners and operating out of Aberdeen, continue to fish by traditional longline methods.

Skippers Anderson and partner in the Breasclete Barclay became convinced of the potential of the autoline venture between the HIDB system after assessing it in Norwegian vessels. These have been particularly

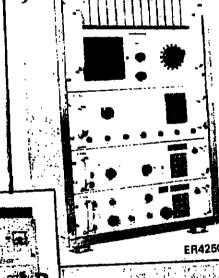
have been particularly successful this year in waters west of the Hebrides.

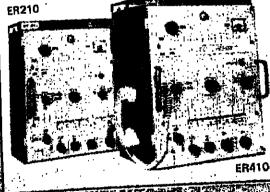
The third partner, George Craig and Sons, although mainly trawling and in oil support, has family connections with longlining. tions with longlining.
Experienced line fishermen

from the east coast will provide most of the crew for

brings the experience of 77 years in marine electronics to the fishing industry

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ANGLIAN MUNICIPAL MANAGEMENT CONTROL MANAGEMENT MANAGEMENT MANAGEMENT AND MANAGEM BOSTON Deep Sea Fisheries is to stop trawling from Grimsby at the end of 1978, ending a trawling association with the port going

back 50 years. The decision to close was made "reluctantly" because of "reduced fishing opportunities on traditional distant water grounds,"

MITTERS (1996)

Trips this year by Boston's Grimsby-based ships have proved totally uneconomic in distant and home waters. Boston says it cannot allow the operating losses that have resulted to continue without endangering the

rest of the company.

In 1976, Boston operated 11 trawlers from In 1976, Boston operated 11 trawlers, with Grimsby. These were all side trawlers, with the exception of Boston Halifax. Three have since been scrapped, four are laid-up and four are still operating.

Of these four, one has already been converted for oil rig work and two others are to be converted over the next six months. Boston Halifax is to move to Fleetwood. She will continue home-water fishing, and may pair trawl next summer.

may pair trawl next summer.

Although the company will maintain an agency office in Grimaby, the decision to stop trawling will mean redundancies.

An Admiralty spokesman said this was a "normal procedure" to find out whether modern trawlers

could carry out a role per-

formed by them in any war or national emergency. "We

think these two particular vessels will be ideal for that

Harvester and Monarch.

# COD TOPS E9

QUAYSIDE market prices for best quality North Sea shelf cod soared to well over £80 per ten-stone kit at Grimsby last week as bad weather on the fishing grounds cut back supplies to half the normal quantity for this

lost a lot of money on the the winter ahead.

time of the year.

A number of merchants admitted they had paid over 190 made up part of a very large per kit, especially at the beginning of the week when fish was very scarce, and a spokesman for one firm of merchants said their buyer that had been forced up to 193.

deal, but when the cod only water landing and with only eight local middle-water and bother fish."

With supplies well below port's fleets of anchor-seiners and pair trawlers.

However, most of these

had been forced up to £93.

"We needed fish for a very special customer — it was as a foretaste of the shortfall in simple as that. Obviously, we fish supplies expected during lost a lot of money on the the winter aband. more than 200 kits were the exception rather than the rule for the first time in months.

> which maintained grossings. For the third week running it was a pair trawling team which took what honours there were, out-grossing all the traditional trawlers. This time it was United's Ellen, under Skipper Allan Thinnesen, and Melissa Louise (Skipper 'Cocker' Mussell) which headed the list with a combined grossing of £32,874 from 952 kits after a 14-day North Sea trip on cod.
>
> Not far in arrears was the new carnings record at Grimsby.
>
> Top local trawling grossing grossing (Skipper 'Paddy' McCarthy) landing and she grossed (Skipper 'Paddy' McCarthy) landing and she grossed foo kits. Top trip from the four H. L. Taylor landing the four H. L. Taylor landing was Yesso (Skipper Peter Brown) with £14,809 from a 14-day North Sea trip on cod.
>
> Not far in arrears was the Nova Scotia and Nova Scot which took what honours

On such short markets there was a big upward surge in prices and it was this factor

John R. team Ann Charlotte
(Skipper Bob Collins) and
Sonia Jane (Skipper David
Buley), which made £27,727
from 806 kits after just 10
days. Even Danbrit's Green
Valley (Skipper Roger
Younger) and Geiser
(Skipper Mike Clark), with
£19,969 from 540 kits of cod
and codling, out-fished and
out-grossed the trawlers from
third spot in the weekly pairing league.

And 210 of cogs, made in just
13 days.

It turned out to be a big
week for Lindsey with
Loveden (Skipper George
grossing record of £15,726 for
a 106-foot vessel from 478
kits, including a fine show of
flats and prime, after 12 days,
and Tom Grant (Skipper Bob
Sca/Westerly trip with only
£6,511 from 204 kits — a
nightmare the firm could
have done without.

Of six Belgian beamers to
visit Grimsby, the Hamling
agented Atlas (Z 105)
(Skipper Hubert Mayers)
processing or manie s,
worth £13,907 from 482 kits
in 12 days.

foundland next year.
The visit, which £2)
from March 24 to Agril;
the full support of liefts
have done without.

Of six Belgian beamers to
visit Grimsby, the Hamling
agented Atlas (Z 105)
(Skipper Hubert Mayers)
processing or manie s,
worth £13,907 from 482 kits
in 12 days. John R. team Ann Charlotte (Skipper Bob Collins) and It turn



good week for the new 106 ft. trawler Loveden. She made

with spare trawler capaci Group travel will be down costs of the trip, 💤 on current prices, may about £300.

James A. Dinnes, Dep. Development Office

NESDA, 57 Queens R. Aberdeen AB1 6YP

Abordoen 321211.

Nova Scotia, along with a Department of Fishers both Nova Scotia and Ma foundland, "are immes keen on the project and h already begun arrangemento receive the mission.

Interested companies of got further information in

South West coast of England. the spawning stock derived Last year, despite the increase in the UK catch, the plankton samples.

arrived last weck.

Lawrence Corlett, Secretary of the Isle of Man Fisheries Board, said the

nanoeuvrable. Mr Tim Spurrier, a direc-

built only five years ago at the Fairmile yard on the Thames, are 130ft. long and equipped with twin 1,000hp engines giving them a speed of about 14 knots. They also Company was running down its fishing operations.

The firm now had a fleet of 15 trawlers, he said, and have variable-pitch

not mean that Small and

tor of the Small and Com-pany group's parent board, said the transfer of the two stern trawlers certainly did

stern trawler from Richards Shipbuilders of Lowestoft. The 15 trawlers included four stern vessels, two of which were going on Admiralty work, while Suffolk Conquest was fishing and the fourth, Suffolk Warrior, was on rig standby work. The new trawler will be built at Richards' South-

due for delivery in about 12 months' time. It is being designed for all-round fishing, including macketel, herring sprais and other species. It will be equipped with refrigerated saltwater

verted for use by the Admiralty



# when the two versels will be ideal for that have variable-pitch role. They have fine seapropellers, bow thrusters mirelty for minesweeping keeping qualities and have and Kort nozzles, which mackerel,

MINISTRY officials are consulting fishing industry representatives this month to discuss arrangements for the south-west mackerel fishery, Ted Bishop, Minister of State, has told John Nott, MP for St Ives.

the level of catches under review. "If necessary, further action will be taken to ensure the orderly continuation of the fishery during the year as a whole."

already started and, said a spokesman for Small and company, would probably be completed by November when the two vessels and be headed over on a

daily catch of mackerel which could be taken by British fishing vessels was being raised from 31 to 5 tonnes per

The western stock is fish-

In a letter about the new mackerel licence and quotas, he said the Ministry of Fisheries would be keeping the level of catches under Soviet fishing from UK waters."

Explaining how the scientific assessment of the stock was reached. Mr Bishop told Mr Nott that the scientists nounced that the permitted used two completely independent methods of stock size assessment in arriving at their recommendation for the fishery.

"Under the first method, "Under the lifst inetited."
"This increase follows ad"This increase follows advice from international scientists that the total allowable catch for Western mackerel should be increased to 450,000 tonnes in 1978." Mr Bishop added.

at a stock size.
"Under the second method ed by UK fishermen off the the stock size was obtaine west coast of Scotland and the from an estimate of the size of

# Engines and it's true. For up to the present we've kept

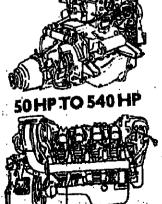
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# Dutchmen find an GRIMSBY fishing vessel owners are pressing John Silkin, EEC loophole

Fisheries Minister, to fault the procedure of registry Federation is quoted as say-plug a huge loophole in of Brittana as British. Federation is quoted as say-ing that it views the situation

(Fishing News, September 8) that the former Dutch beam

As a consequence her Brittana would not be Dutch owners had received deducted from British outlas. generous financial compensa-tion from their government.

## Solution

A special meeting of the Grimsby owners on Tuesday failed to provide a solution which would prevent more laid-up Continental tonnage from following suit.

Indeed, it was reported that one Grimsby agency had 12 Belgians waiting to see if Brittana encountered any problems following her transfer, and other laid-up vessels from France, Denmark and Holland were said to be poised to register under the British flag to exploit the loophole.

After the meeting a spokesman told Fishing News: "It is a very complicated situation. We cannot the British Fishing the introduction of a licensing system for all vessels was discussed again.

In reply, the ministry said that it was looking into the matter, but there was nothing at present to stop foreign vessels registering in the UK. No rules had been broken, but things would be different if proper licences and catch quotas were in force.

Brittana, due to land her maiden trip shortly, is crewed by Grimsby fishermen, and now owned by a local company known as Brittana GY 243, some of whose directors are understood to be Dutch.

The British Fishing

plug a huge loophole in the Common Fisheries Policy which they fear could lead to queues of foreign vessels using up British catch quotas, quite legally once their own are exhausted.

This new problem emerged when it was disclosed (Fishing News, September 8)

The following british is problem to a British as British.

"Her agents have done everything above board with the authorities, and she is currently registered as a panies in the West Country to get at British mackerel.

The federation is quoted as saying that it views the situation with concern. There had been rumours that Norwegians and Danes might set up companies in the West Country to get at British mackerel.

The federation is quoted as saying that it views the situation with concern. There had been rumours that Norwegians and therefore presumably entitled to a share of British fishing duotas. We are contacting Mr Silkin urgently for guidance, and hope he will take immediate steps to block the loophole."

(Fishing News. September 8)
that the former Dutch beam trawler Brittana, transferred the Grimsby Fishing Vessel of the Grimsby Fishing Vessel (GY 243), had not been fishing before the switch because of exhausted Dutch quotas.

I coopnote.

Fred Parkes, president of the Grimsby Fishing Vessel of Country Association, said they wanted Mr Silkin to take urgent action to make sure the floodgates remained closed. He also hoped for an assurance that fish landed by Brittana would not be

No recommendations were made to Mr Silkin, all the introduction of a licensing

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INTEREST in the Manx herring by Continental buyers has pushed prices up to more than 660 per unit (about 50

Committee decided on the in-creased figure when Dutch and Scandinavian buyers

previous quotas were kept deliberately low, as quality of the fish was poor and prices as low as £20. They did not want to see fish dumped.

man to get a licence was David Rainford, chairman of the town's Inshore

Fishermen's Association. But he handed it back in protest. quotas have been raised to five units per man per day as a result.

Quotas had been restricted conly two units per man but had to make its decisions on allocation on an "eligibility criteria." This was to regard applications for licences in to only two units per man, but the weekly meeting of the Manx Herring Advisory Committee decided with the light of whether the applicant had fished Manx waters in 1976 or 1976, hefore the licensing regime was troduced.

A 9,000 tonne conservation A 9,000 tonne conservation quota has been imposed on the fishery this year, and 8,100 tonnes will be taken by Manx and UK vessels. The remaining 900 tonnes is, theoretically, for the Irish. However, the Irish have

as low as £20. They did not want to see fish dumped.

Of the controversy raging over the shareout of the £20 licences for UK fishermen this year, Mr. Coriett said that no matter how the available licences were allocated, there would always be aggrieved fishermen.

"It is bound to happen when there are far more boats than there are licences."

However, the Irish have placed their own conservation total each figure at 2,000 tonnes, so it is not yet known how the figures will stand when the extended close when the extended close on September 24.

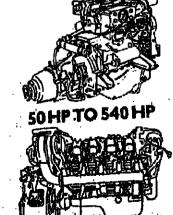
When the ban is enforced by Royal Navy gunboats and daily helicopter "poscher patrols."

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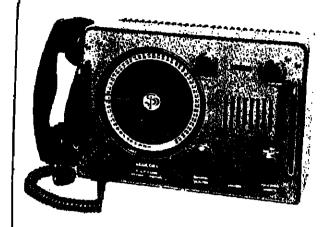


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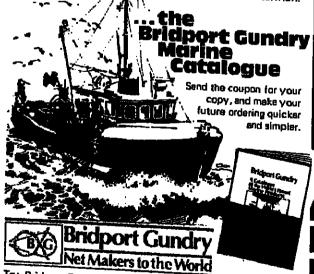
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for herring longshoremen THE GOVERNMENT that as the Dutch and French is standing firm on its ban against any herring fishing in the North Sea herring fishing in 1977 the ban on British boats was unfair, especially as most of the herring was in UK waters.

Justice might have been restored if British vessels had been allowed to catch herring, anis ations for a limited resumption of a drift net herring

Second, the federation was saking for a resumption of a limited resumption of a saking for a resumption of a limited.

Turning down the application, the Minister, John Silkin, said he had considerable sympathy for the longshoremen's plight.

Nevertheless, because of the implications of a limited

North Sea 'no'

fishermen were allowed to go for North Sea herring this

made three important through.

drift net herring Second, the federation was the implications of a limited

The news came as a blow to Lowestoft longshoremen, who had initiated the federation's request, and they reacted swiftly by announcing that the Lowestoft fleet would put to sea if any other EEC fishermen were allowed to go

fishermen were allowed to go for North Sea herring this year.

In presenting the plea for a limited resumption by the longshoremen the federation that all immature fish pass through.

The longshoremen work fairly close to the shore and their nets, suspended to a Government over this," said wide meshes which ensure Lowestoft Inshore Fishermen's Association.

made three important through.

"Last year other EEC members got dispensation for Fisheries. First, it pointed out that a good deal of the herring fishing, but not us."

MILFURD MAVEN'S alling fishing industry is to be the subject of studies by the White Fish Authority and the Fisheries Organisation Ltd. who are to report back to Alec Jones, Parliamentary Under-Secretary at the Welsh Office. He will then decide whether are action will be taken. Mr Jones was at Haverfordwest last week o receive from Pembrokeshire Labour Par-

to receive from Pemprokeshire Labour Party's industrial sub-committee a hard-hitting report on the plight of the unemployed in the county. The report includes a seven-point plan for the revival of the fishing industry in which a key proposal is the formation of a co-operative.

The report states: "It is with regret that we have to dismiss the present trawler owners as unsuitable candidates for spearheading the revival. They have had operatively over decades to

portunity upon opportunity over decades to do so.

"As the townspeople will tell you, most of the money earned for the industry by trawlermen risking and often losing life and limb in atrocious conditions did not get reinvested as it should have done in the industry."

forthcoming — in that the present system of fishing encourages the taking of as much fish possible to maximise the short-term financial gains of the owners of the fleets, without consideration for future fish stocks and in some cases men's lives.

"It is clear that if the fishing industry is to survive, its first priority must be to conserve fish stocks, harvesting only that which can be replenished. Huge 'vacuum cleaners' must be banned and fishermen with a vested interest in preserving their industry interest. interest in preserving their industry given more to say in the type of boats used.

A co-operative system run by the fishermen themselves would appear to be a vastly superior method of running the fishing industry, the report says. Ideally, there should be a co-operative in each major port, with each port working its own areas."

HAULING BY HAND? You could fish

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course, by the recor

Group's St. Phillip, 1/2

was briefly reported in a weak's *Fishing News* The St. Phillip enter

home from a 10-day tion

the North Sea grounds, wh

the command of Skip

Terry Martin, in time is

Tuesday's market with # ill

which sold for £20,751.

for a Lowestoft trawler -beating the £20,245 mis

from a landing at Grimshi alisman's *Rīpley Queu* :

February 16 --- and also let

set up by sister ship, this

with a grossing of £17,67 rom a 504-kit catch lands

on Wednesday after a 12-da

rip under Skipper S. Jou

Third place went Talisman's *Bamby Qua* (Skipper Colin Craig), whi

Thursday after 12 days, the

catch selling for £14,689.

a 403-kit catch after a 12-in

trip, made £13,256 at N

to two side trawlers. Coins

John Peek) was fifth with £12,600 grossing from a 401

kit catch, put ashore on Me

Fifth and sixth pla

This was a record grown

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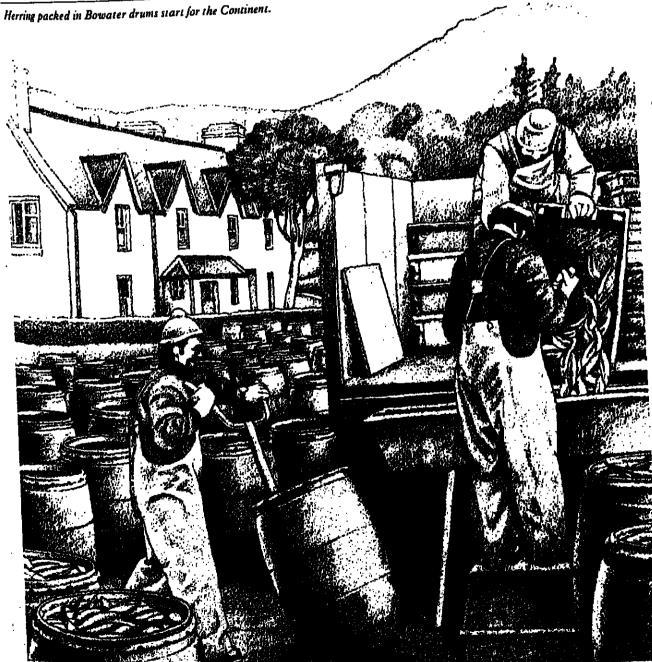
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# BARGAIN CORNER

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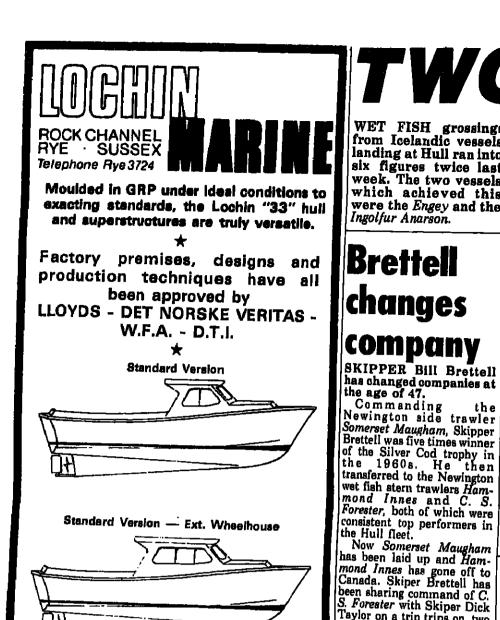
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WET FISH grossings from Icelandic vessels landing at Hull ran into six figures twice last week. The two vessels which achieved this which achieved this were the Engey and the Ingolfur Anarson.

The week opened with the Ingolfur Anarson making £120,478 for 3,359 kits at the Monday and Tuesday sales and it closed with the Engey realising a total of £113,448 at the Thursday and Friday auctions for 3,307 kits.

Huge though the Engey's grossing was, it fell £8,032 below her previous Hull best. Earlier this year she set up a shoard was expected this

Brettell

changes

company

Now Somerset Maugham has been laid up and Ham-

l'aylor on a trip trips on, two

Silkin at

day to see the work of the Ministry's Fisheries Research

fishing Federation and hav-

pecial responsibility for in-

dustry, is visiting Campbeltown to tour fac-

ories and the shipyard.

Torry

Earlier this year she set up a aboard was expected this European record at Hull by week.

making £121,480 for 4,400

SKIPPER Bill Brettell kits. Her latest smaller dis- **Limited** has changed companies at the age of 47.

Commanding the Newington side trawler Somerset Maugham, Skipper Brettell was five times winner

The ratest amatter discharge for them per 10 stone kit comprised: 2,270 kits of cod (235.40); 344 of codling either British or foreign, and (£31.84); 337 of haddock arrivals that day from inshore

Brettell was five times winner of the Silver Cod trophy in the 1960s. He then transferred to the Newington wet fish stern trawlers Hammond Innes and C. S. Forester, both of which were Forester, both of which were consistent top performers in the Hull fleet.

Now Samerset Mausham

(£24.14) and 258 kits of coley Boston Deep Sea risheries were port agents, landed a furnout of 2,456 kits which only six wet fishing vessels made £84,146.

JOHN WRIGHT (above)

Bord I ascaigh Mhara is head an expanded put

relations department at the board as a result of an organisation of seni-

In the re-shuffle Dr. R.

Meaney takes over &

As deputy controller, Mr Richard Murray will

assume additional responsibility for the authority

information services #!

also for those of the Herin Industry Board. Mrs. H. J. Beave

becomes advertising manager and Mr. Rober

Mure continues as public relations officer. Regions and area officers of the

authority will continue to be responsible to the controller

departments will enable the

authority to offer the in

dustry a more comprehe sive and effective services

LATEST placings in the 1978 British Freetil Trawler Challest

Competition are listed

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VIEW AT SEA

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both fields.

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Solbum, (abova) believed to be the biggest boat ever to berth in St. Monans harbour, Fife, is being fitted out there by James N. ing talks with the unions and Miller. The vessel, more than 100ft, long was built at McTay Marine's Bromborough yard, Merseyside, to an order from with the Skippers and Mates Also today, Gregor
MacKenzie, Minister of State
at the Scottish Office with Torshaven in the Farces.

WHATEVER THE implications for the country, Mr. Callaghan's decision not to call for an elec-Wright's post of Fishe's Development Manager.

In a recent norganisation at the Wir Fish Authority a combination at the Mir trade and publicity department has been set up with Mr. D. A. Woodcock as controller. tion does at least have the benefit for the fishing industry that there will not be a change of minister. A cabinet shake-up at this late stage

can be virtually ruled out.

Whether this is good news for Mr. Silkin remains to be seen, because shortly he could be facing a crisis-torn fishing industry this coming

only way to a secure fishing future would be through an overall scheme of fisheries management. At first it was expected that this would come through the EEC, but since it seems that decisions in Brussels are dictated by politics,

season ends next week.

This problem of finding a place to fish has mainly been faced by the deepsea fleet; now it mainly been faced by the deepsea fleet; now it looks like catching up with the inshore sector. Mackerel still presents the only hope for taking up the slack among the fishing fleet, but already prices are dropping now the Scottish west coast season is under way. This looks a bad pointer for winter fishing off Cornwall.

If the winter proves to be as bleak as it looks

shoremen will be backing their deepsea

No doubt the government will point out to any claimants that the EEC has a compensation fund for communities that are reliant on fishing. But colleagues.

# fishing news

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NORWAY FISHING INDUSTRY WARNING...

# There are limits to Svalbard growth, says PM

Nordli, has warned that there is optimum ton, and the available important tasks assigned to it are now nearing completion.

The most difficult task in the future expansion of his country's big fishing industry.

Speaking at a Labour Par-

Speaking at a Labour Par-y meeting at Kvalsund in for the laboratory said that was the irst record they had of a sturgeon

being taken in the Thames area. although a few of Administration have been held with a view to solving fisher men's berthing and other problems.

As more and more fishing boats crowd into St. Peter problems. fish ere caught is **Bristol** waters each year. The largest recently was 11ft. long

parable with those in other industrial sectors.

RECORDER

Minister, Odvar ploited that there is optimum tion, and the available

# Finnmark, he said the government's long-term programme for fisheries had

of Administration have been competition between the October.

been drawn up with four basic guidelines:

TALKS between the basic guidelines:

TALKS between the The harbour has the only meeting with the Soviet safe deep water berths in the fisheries Minister, Mr. Iskov adapted to exploit the potential of Administration have been deep water berths in the fisheries mittee and the island's Board island and there is severe is planned for the middle of Administration have been deep water berths in the fisheries Minister, Mr. Iskov island and there is severe is planned for the middle of administration have been deep water berths in the potential of Administration have been deep water between the potential of Administration have been deep water between the potential of Administration have been deep water between the potential of Administration

pleasure craft and commer-

NORWAY'S Law of the Sea Ministry is to be dis-continued in the autumn.

**Date for** 

meetina

It appears that the more

concluded before the

It is likely that the present theld with a view to solving fishermen's berthing and cial users.

Hack in May the SFC for-Back in May resigns from the Government.

A 68-pound sturgeon, the Royal fish, was

caught in the Thames estuary

rawling out of

ast week by

Challenger

Crouch. The crew took the fish to the

Fisheries

Laboratory at Burnham where

t measured 5ft.

7in. long. A spokesma

For years now we have been hearing that the

these hopes now look misplaced.

What we have ended up with is a half-cock compromise; while the UK moves in with con-

trols on some species, the EEC is busy putting up the level of fishing on others, i.e. mackerel. In a situation like this, somebody has got to lose out. Already there are fears for the future of some Scottish boats when the Manx herring season and a next week.

If the winter proves to be as bleak as it looks now, there will be renewed claims for compensation from the Government — only this time inspection.

there is little hope of getting aid of this sort from Brussels, where, it is now considered that un-ilateral action by the British government is the main cause for some of our fishermen going out of business.

Jack Fletcher Advertisement Manager:

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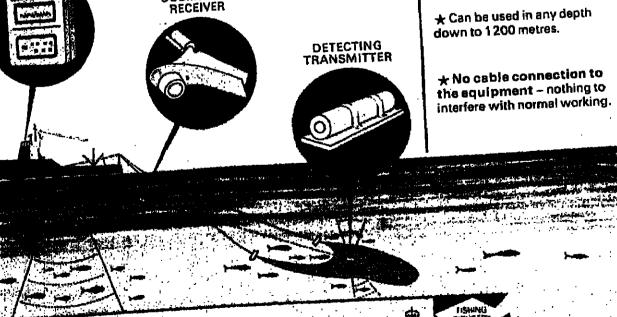
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hospitality was revived at Stirling University last week when a "Hanselling Nicht" 1 event was organised by the Harring Industry, Doord prelude to the Institute of Public Relations Local

Government Group's annual weekend school.

It began with a ceremonial 'piping-in' of the party of more than 120 leading public relations officials, representing practically every local authority district and region in the UK.

Then the guests were served with a buffet supper of Scottish foods and drink.

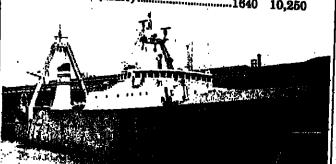
The following firms

Scottleh foods and drink.

The following firms supplied the menu: W. A. Baxter & Sons Ltd., Fochabers; the North of Scotland Milk Marketing Board; Simmers Ltd., Hatton, and Wm. Grant & Sons (Standfast) Ltd.

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SMALL AND CO. have applied to re-name their trawler Tiberian, recently purchased from the Coine Group, as Suffolk Maid. The 282-ton vessel is a sister ship of their Suffolk Craftsman. She is expected to return to fishing soon.

# London to **US** seafood

US-BASED fish companies will feature strongly in a big two-day exhibition of American foods organised by the Department Agriculture and called Food America '78. The exhibition is being held at The Grosvenor House Hotel, London W1, on Ocober 9 and 10. Fish companies from

the US exhibiting include: Fairco Inc. (canned shrimp); Superior Fish Company (cooked Florida lobster, lobster tails, Spanish mackerel fillets, dressed conch, red snapper fillet and frogs legs); Food America Exlams); Kennebec Fish ng fillets, frozen whiting, dog fish, skate wings, monk fish tails), and D. K.

of Agriculture, 47 Upper Grosvenor Street, London W1.

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down-time to a minimum,

FLEETWOOD'S port grossing was smashed last week by the 153ft. Icelandic stern trawler Solbakur. The vessel landed 2,032 kits — almost all of them top-quality cod — which sold for ports (frozen oyster £69,709 and eclipsed the previous record of minced | £56,000 made by the Fleetwood trawler Fyldea. Solbakur, which is based at Akureyri, was com-Corporation (frozen herr-manded by Skipper Stefan Aspar. It was thought to be her first landing in Britain.

dog fish, skate wings, monk fish tails), and D. K. Paul and Company (frozen and smoked carp and carp fillets).

Tickets are available from the US Department

Tickets are available of the US Department

Thought to be nor life indicating in Dittain.

On the previous day there was an entirely different story when two Icelandic vessels landed. The quality of their catches was well below par and about 150 kits from each including 110 of cod, 160 of plaice, 320 of coley and 180 of coley which sold for £19,801 while the Stigandi had 449 kits, including 250 of cod and 200 of haddeals which sold for cally including 250 of cod and 200 of haddocks, which sold for only

manded by Tony Barkworth. She spent most of her 15-day rip on the Rockall grounds returned with 606 kits, ncluding 35 of cod, 260 o naddocks, 100 of coley and 20 ling, which sold for 17,883. She was followed by the stern trawler Boston Stirl ing, commanded by Bill Bridge, which made £13,506 from 593 kits — 30 of cod, 300 of haddocks, 120 of coley

# Grossing

on the nearwater front with that two units per on the nearwater front with some good grossings being recorded. This was particularly true of the J. N. Ward trawler Replenish. Skipper John Rawcliffe brought the vessel in with 277 kits, including 23 of hake, 60 of cod, 30 of haddocks, 35 of whitings, 65 of coley and 10 of roker, which sold for \$10,232 — the biggest return for one of the firm's vessels for some time.

Also in the money was the Light had a word with the properties of the properties.

Also in the money was the Irish beam trawler Marrie Jacob, which landed one of the biggest sole catches of the summer at the port. She had 40 kits of sole in addition to 80 of plaice and her total catch sold for 27,903. It is believed that the vessel was at sea for only a week.

Lossie 'reel-winch' system TAST WEEK, We in Grimsby seiner installation of the installation o

hels and winch in the Grimsby anchorwiner Bame. TOM SIR. As a scientify WOOD describes the

perience in trawing i system.

proneness within the tight to see the control of the tight to Guardian and World Mile has achieved another "first"

association without myst Selow: Esme returns to Grimsby with the seine winch and rope drum unit installed.

installed in Skipper

The new unit, as withthe

overed that he had now: suited medical officers a main fishing ports—inta nad never seen am: iistant-water trawler er o fishermen or manager bout their experience d idents and deaths at su

imited sea-going

By contrast, I can all laim that, as a scientically ken trips on trawiers ## is 1929 and as late as this 960s and noticed the val provements in s

However, I would thesis. Let us look #: accidents and deaths in 64. vessels in an objective with seek to remedy fault in light of experience rather accept them as an inevital or as is so fashionable to daya, "go political" and is the employers for everything even if they are nationalise DR F. C. STO™

# a chance

cical way that the bureaucrats in Bollst Douglas and sisswist have run our herring fisher. They have now raised in

quota, to five units per m because somebody from East Coast of Scotland

Last winter, Esme was reengined with the super-charged Kelvin TAS6 following satisfactory trials. She journeyed to Grangemouth for a major "face-lift" on deak

This work has entailed the controversy shall dent and death the fishing vessels him by the realistic appear of Fishing News, Sept.

In 1966-67 | when period of extraction of extraction of extraction and makes the way for other small hydraulic anchor chain period of extraction of the size of the way for other small hydraulic anchor chain small this system in a multiplicity of different modes and combinations. The industry will closely they were delighted by the way the system worked durtiplicity of different modes and combinations. The industry will closely way the system worked durtiplicity of different modes and combinations. The industry will closely way the system worked durtiplicity of different modes and combinations. The industry will closely way the system worked durtiplicity of different modes and combinations. The industry will closely way the system worked durtiplicity of different modes and combinations.

This work has entailed the fabrication and fitting of a new steel main mast, believe the steel main mast, skipper Howard and the install this system in a multiplicity of different modes and combinations.

The industry like hydraulic so first in a steel main mast, he was the steel main

Lossie Hydraulics unit attracted great interest. and giving a president at the Humber port. As sizes of fishing vessel from

In Esme the drums, manu factured from mild steel tubing and weighing approximately five cwts each, have been fitted fore and aft amidships in a frame. Located between the drums are two 2.5 ton pull seine

winches, or whipping druins Both seine winches have in dependent hydraulic control from the wheelhouse as do the rope drums which have a capacity on each reel for 24 coils of 21 in, seine rope to allow for turning the 12 coils of ropes off one reel and onto another before shooting, or

when necessary. As the spooling on gear for the reels is positioned on top of the frame, there is no need to run the rope across the deck once heaving has taken

Everything is wheelhou eported last week, the firm has a breakthrough in the controlled. The system is field of deck machinery with driven by two Sundstrand a new design of hydraulic combined seine winch and rope drum unit. Again suitable for either controlled by two Morse confly-shooters or anchor-seiners, the prototype has and 0-70 coiler turns.

Each head is independent Howard's seiner Esme as part and fully reversible. One of a major overhaul and refit. feature of the system is that it As far back as 1976, plans were in hand for a similar installation in Bekima, but the development of this equipment was deferred when Skipper Howard took on Esme, previously named Silja, in place of Bekima.

The naw unit as withths

other barrel.
The facility to reverse the original drums on *Bekima*, barrels has also proved to be a has been designed in conjunction with Skipper Howard ed rope on a barrel. Simply

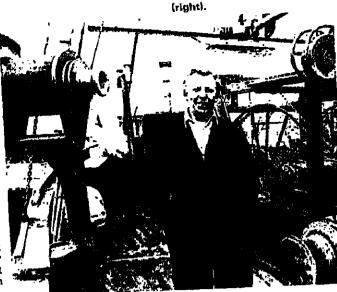
LOSSIE Hydraulics has fitted a three rope-reel system in the 50h. Diligence, owned by Alex and George Lovie. Each of 12 colls of 21 in rope. The boat has been fishing from W and Skipper George Lovie says the system has been working



recorded at each pump, a re-The emphasis throughout This work has entailed the quirement from the engine of is on simplicity. Lossie can

period of extracte prepare the way for other small hydraulic anchor chain or the state prepare the way for other winch and the combination of the state Lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossie rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in winch and the combination of the state lossies rope drum in which will be stated by the state lossies rope drum in which will be stated by the analogue tachometers arrangements to suit different positioned above the drum deck inyouts is available from controls for easy reference Lossie Hydraulics.

the drum controls are



# keeps fishing boats working longer

ISIS 50 is the latest machinery surveillance system to be developed by Decca. Simple to install and operate and highly reliable, ISIS 50 offers an alarm monitoring system suitable for all types of vessel to ensure early warning of machinery faults that otherwise could lead to expensive downtime. It is particularly suitable for small

ship use in which only a limited number of channels requiring 'on/off' signals need to be monitored and can also be used as a sub-system to more sophisticated ISIS equipment adding still more to the cost effectiveness of Decca marine automation.

With all the trouble-free reliability of other Decca monitoring systems, ISIS 50 provides small workboats of all types with efficient lowcost machinery monitoring.

 Standardised, modular units enable systems to be assembled economically to match any ship's needs.

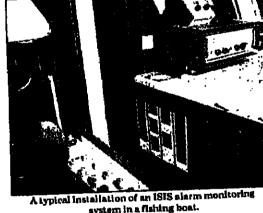
 A compact system comprising a control unit and any number of alarm display units - each display monitoring up to five channels —with appropriate time

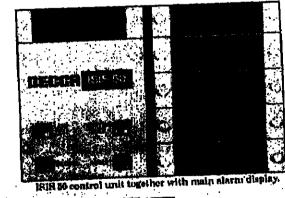
 Malfunctions indicated by an audible alarm - with outputs for driving klaxons or flashing beacons. Firstup alarm facility. • Complete self-test of the system by means of the

Function Test button. • Meets all the requirements of the major classification

bodies also, IEC and BASEEFA.

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# THE ML 22



The MI, 22 is a heavy duty moulding designed and built by professionals for the professional. The moulding is built under controlled conditions with using approved metaricle. The Small Bost Co. Waymouth, have developed the Waymaster lishing/seging launch, besed on Millon Langases M.1.22 heavy duty mouldings.

MILTON LAMINATES LTD

# Liferaft release system

"A YEAR OR TWO device for releasing liferafts automatically was being tested aboard Miranda.
"Do you know anything

about it, whether it proved satisfactory and whether it is being produced for use in commercial vessels?"

The device tested for three years in the distant water

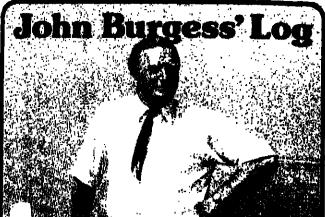
support vessel Miranda was designed to form part of the tackle used to secure liferafts in their stowage positions; it was fitted between a senhouse slip and a shackle secured to a deck plate.

Should a vessel sink, devices of this kind are actuated by water pressure and release liferafts in GRP containers at a pre-set depth. The containers and rafts then rise to the surface, the latter being automatically inflated

as they do so. Weak links in the devices ensure that containers cannot be dragged down by sinking

I suppose the tests made in Miranda were not to find out whether the device would work, but whether it would be satisfactory after prolonged exposure in all weathers.

In the event it must have lone so. For, on conclusion of the trials, the Department of Trade and Industry issued a Certificate of Inspection and Test stating that it complied



It used to be the practice for small-scale processors to immerse bags or baskets of cockles in open pots containing boiling water. The contents were considered to be purified one minute after which should suit yet. All of them incorporate it her ball bearings, bits roller bearings or a plant of the company also related to the purified one minute after the state of the company also related to the processors to immerse bags or baskets of contents. be purified one minute after types of cast steel rolles; the water started to boil might be of interest ar Cockle shells are a valuable

by-product in some fisheries. They are ground up to make as much as 10 per cent to the value of the catch.

Food and Drugs Acts stipulate that premises in which cockles are processed, the method of processing and grit for poultry and can add

the method of processing and the final product must be ap-proved by your local Health Authority.

I suppose that final Aberdeen, wants to k proved by the local Health a model of a hansoma You would be free to sell the steam trawler - ell shells to any buyer you could Toronto (LO 196), Maria

# **Mid-water**

have to consign fish by ferry to the mainland when catches are too large for our limited local market."

When the Drum Division of Bowater Industrial Packaging Ltd., Disley, Stockport, Cheshire.
The division makes a range of 50, 60, 120 and 210-litre blue, barrel-shaped drums moulded from high density polythene. They are known as the International Range.
All drums in the range have large diameter open tops which can be sealed by World Star lids which have a leveraction locking band to ensure that sealing can be carried out speedily.
The drums are primarily

could supply you with 'one-way' fish boxes.

A lampara net can be worked by one boat or two. If a minimum area of sealing is anchored or secured to a buoy and the net is run round a shole of fish. When the circle is complete, both wings are hauled together.

Life the mainland when catches are too accurated to a buoy and the net is run round a shole of fish. When the circle is complete, both wings are hauled together.

Can You tell us how to make cookles safe to eat?

Are there any uses for the series of the net on completion of the circle.

All drums in the range have large diameter open tops which can be sealed by World Star lids which have a leveraction locking band to ensure that sealing can be carried out speedily.

The drums are primarily

A lampara net can be worked by one boat or two. If a worked by one boat or two. If

# Gallows blocks

"WE ARE fitting only we bought for this our local engines made gallows for use steel piping but as make or supply but blocks for them." "Can you great the control of the c "Can you suggest an

Clark and Co. L.
Womersley Road, Grad
South Humberslee, man;
tures a range of about add
different types and take
gallows block, one or othe
which should suit you
All of them income.

GEORGE COULL, of: Yollophill Drive, Klasz Toronto (LO 196), Mc. (H 894) or Touchslow

He says that he he contacted all the me maritime museums to tain plans of one of the vessels but has not h

QUESTIONS!

Whether your vessel is

# "LARGE" or "SMALL" you can benefit from the very latest developments by the LOSSIE HYDRAULIC CO. LTD.

Combination seine rope storage reels and winch, fitted to the anchor-seiner 'ESME'

> She is also supplied with Lossie gill net hauler which has speed control and 11 tons pull, hydraulic anchor winch with spooling gear and power block.

Low working pressure

Low HP requirement

\* 3 ton pull from each barrel.

★ Infinite speed range 0-200 r.p.m. 0-70 coiler turns.

\* Rope wearing deck leads eliminated.

★ Independent and fully reversible heads.

\* Improved safety — keeps decks clear of ropes.

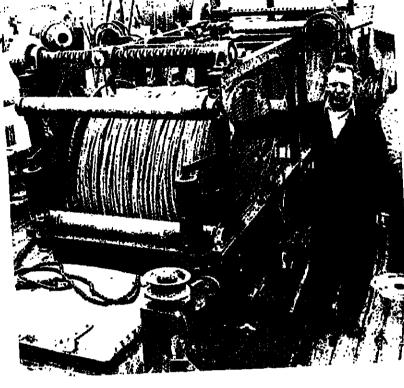


POWER BLOCKS - (UP TO 36" DIA. SHEAVES) MULTI-SHEAVE NET HAULERS - (15" DIA. SHEAVE) GILL NET HAULERS - (17" DIA. SHEAVE) DISCHARGE WINCHES - (SPEED OF 120FT/Min. OR MORE. 1 TON PULL)

NET DRUMS - (4, 6, 8, 10 & 13 TON PULL)

ROPE REELS - (9 COILS, 21" ROPE UP TO 24 COILS, 31" ROPE)

ANCHOR WINDLASS GILSON WINCHES - 6 TONS LIFTING CARACITY



Triple rope reel system for Skipper George Lovie's 'DILIGENCE'

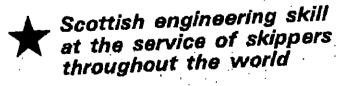
We can supply rope reel systems for vessels down to 40 feet.

★ Lightweight units, only 9 cwt.

 $\star$  Large capacity, 12 coils of  $2\frac{1}{2}$ " rope on each drum.

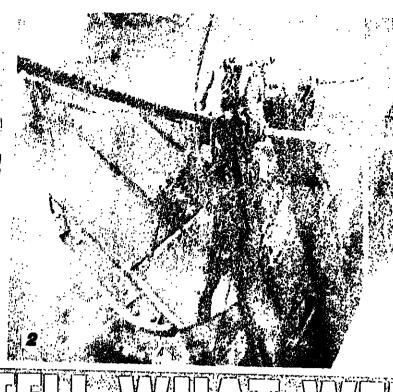
Our company policy is to con-T tinuously develop and improve our equipment.

Your suggestions are welcome.



LOSSIE HYDRAULIC COMPANY LTB. ROSEHALL WORKS, ST. CRISPIN PLACE, FALKIRK, STIRLINGSHIRE, Tel: FALKIRK 28494.

TELEPHONE 0324-28494 TELEX 778144 SERVICE DEPOT, PETERHEAD, TEL: 034-361 469



FISHING NEWS







angle of attack, least sprend and most headline height.

POLYVALENT trawl doors are in use all over the world but, whenever they were tried by British inshore bonts, the results had

been discouraging.
The importers, Edwin
Ashworth Marine Ltd. of Retford, Nottinghamshire, puts

that, because of the efficiency of the door, a surface area of 80 per cent compared to that of a conventional flat door would do the same job.

When doors of equal surface area were used on every occasion (at the same towing speed) the doors overspread the gear and pulled the headline down.

The doors are very strong,

Ashworth Marine Ltd. of Retford, Nottinghamahire, puts this lack of success down to the first boards bought around seven years ago being too large for the trawls used. The firm took on the agency for the doors five years ago that the small doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the doors five years ago that the small doors of the limporters, Edwin Ashworth was the large trawlers which used them first.

They are made by Ets.

Morgere of Saint Malo, France, which has been supplying fishing gear for 75 years, and Ashworth is selling them in conjunction with its fawly protection hides.

Soon after the doors were first to doors and better results were willing to try a pair of the results.

Soon after the doors were beard in when these doors were longside the existing 7th. 6in. Oper cent ratio.

This worked out at the ware difficult to work and the ame remarks were heard in when these doors were longside the existing 7th. 6in. Oper cent ratio.

This worked out at the work dout at the doors of the doors and better results as his Vee-doors, they appeared up to vee-doors, they appeared up to vee doors were longside the existing 7th. 6in. Oper cent ratio.

Skipper Colin Newby soon found that the doors produced the ame results as his Vee-doors, then increasing the same ratio to when these doors were longside the existing 7th. 6in. Oper cent ratio.

This worked out at the work dout at the when these doors were longside the existing 7th. 6in. Oper cent ratio.

The whorth Markoth Robert and the when these doors were longside the existing 7th. 6in. Oper cent ratio.

Skipper Colin Newby of when using a long result of the doors produced the ame results as his Vee-doors, which is being of the result of the doors produced the same rema

8ft. 6in. x 6ft. 0in

9ft. Oln. x 5ft. Oln.

9ft. 6in. x 6ft. 3in.

10ft. 3in. x 8ft. 0in.

Main Polyvalent door sizes used in the UK Dimensions Weight per door

FISH TACKLE

Midwater trawl

750 kgs

SAFETY NETS FOR THE BUILDING TRADE

EQUIPMENT FOR THE PREVENTION OF OIL

Success for the Dantrawi 'Wingless Wonder'

During the past aix months the Wingless Wonder has

midwater trawls on various sizes of vessel from

80 hp up to 3000 hp both for pair and single boat

The revolutionery design reduces drag, thus increasing towing spead and catches from 25 to 70%

greater than conventional trawls have been made.

The nets can be supplied for herring, mackerel, sprat,

sand sel or blue whiting.

A new version of this design for high opening

DANTRAWL is the leading Danish trawi designer and manufacturer.

bottom fishing is currently being produced.

Soon after the doors were very little maintenance is sizes 6 to 14 come in three To arrive s

No.6 size

No.7 size No.8 size No.9 size

Trawl seen from the front.

35.8 sq. ft.

Very little maintenance is required as the doors have no brackets or bolts and there are now doors in use coming up to four years old. The only replacements necessary are

sizes 6 to 14 come in three of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and as Verig, produced a see-sawing of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and as Verigina in the bottom backstrop to stop the door doors are not quite so effect.

ed 5 per cent extra spread.

used flat doors has no problems, but those who have only used Vee-doors shoot the gear slack; because of the shape of the Vee-doors, they sink through the water outwards, therefore always keep-

ing apart. As soon as the camber of the door is opposite to the Vee-door, like the Polyvalent door or even a flat door, then the door will sink inwards and the two doors will come together and cross.

As the brakes are applied and tension comes on to the warps, then the doors fly apart — by then often resulting in foul gear. Therefore, it is essential to keep tension on the warps all the time and to not change course while shooting (see figure one).

used Vee-doors, while the fuel consumption and the Polyvalent doors of the transfer of the boat, or bottom required using larger gear.

warp or cutting the rest larger gear.

soon as either of the doors on the bottom, to remedies were applied.

remedies were applied to the doors on the bottom, to doors went on to the bottom rements with fore and aft From experience it in inward-outward heel

This has since been confirmed, when the doors were spread, that the two extra shackles not only helped in making the shooting of the doors easier, but also provided to the shooting of the sh doors.

If they were very of centre, so the doors then the Polyvalent dolling 2 5 degree nose up at-slightly heavier and the give. But with the inshore ing will be 5 per cent. But with the inshore the case of heavy Vecdys ward.

the saving is about 10 F Whether or not this is centre.

Turn to Page 16 Polyvalent backstrop position which

Several pairs of doors were then used by Scottish. Orkney and Shetland trawlers, but problems were encountered due to insufficient information being given as to the difference between handling and shooting Polyvalent doors. With the help of Skipper Newby, Ashworth was eventually able to sort out most of the difficulties. The first major problem was shooting the doors. Any skipper who has used flat doors has no problems but the most forgal and the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the weatr is not certain, two extra shackles in the boat is going through the weatr shockles in the weatr boat back to the originalize at the correct position.

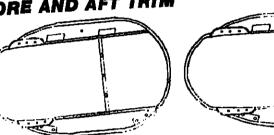
It is deceiving when trawlers and blasts is extremely difficult the back as if the door makes it ing to the bottom with the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is fause of being used in the saving is about 10 7 Whether or not this is at the outer and the saving saving saving at the mean and the saving saving at the wear should be reversing the in the saving saving at the saving saving at the mean and the saving saving at the savin

No. 2 VEE-DOORS CORRECT: SHOOTING SLACK WRONG: SHOOTING SLACK KEEPING TENSION ON WARPS Figure one of the warp gold away without any tension, then flat, oval and Polyvejent doors will decend (nwerds regulate to the shape of Vee-doors, they will decend outwards (No. 1). Because of the shape of Vee-doors, they will decend outwards (No. 1).

FORE AND AFT TRIM

check until properly spreading.

Fishing News



Acceptable: dia in. To correct, put in two extra shackles

Doors will dig in and give very poor spreading force. To correct. Door will occasionally considerably lengthen bottom lengthen bottom backstrop backstrop or shorten or shorten top backstrop.

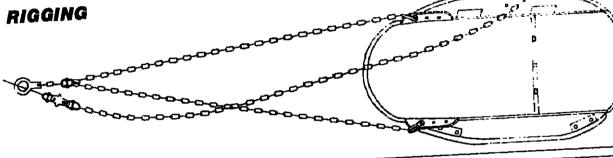
top backstrop.

To obtain this position,

it is often necessary to

in bottom backstrop.

Correct:



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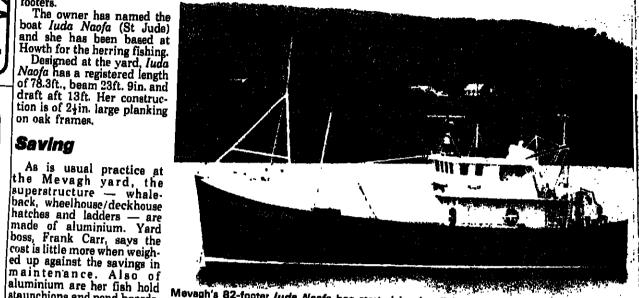
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SOUTHERN Ireland's largest home-built trawler is now herring fishing in the Irish Sea under Skipper John Doyle of Kilkeel after her completion at the Mevagh Boatyard.

The Se feature of the Se The 82-footer has a cooled hold and was built for Skipper George Doherty of Ardara by the yard at Downings, Co. Donegal. The boat will be the largest of her type in Ireland until the State BIM yards complete two 86-footers.



Mevagh's 82-footer lude Naofe has started herring fishing from Howth.

staunchions and pond boards.

wheelhouse.

Her auxiliary diesel is a Lister of 80hp which drives a compressor, bilge pump, two generators and cargo hoist pumps. Her steering gear is power-assisted hydraulic by Tanfjord.

The boat is fitted with three bilge pumping systems: one Desmi bilge and deckwash; one in. GGG bilge and deckwash; one in. GGG bilge and deckwash; and three in. side-discharge manual Whale pumps.

Systems of 24 and 110 volts supplied by four Transmotor generators. She has a Francis electric anchor winch and Kempsafe central heating throughout.

A Frank Mohn gearbox power take-off driven from the front end of the Grenaa main engine has five outputs: clutch for the main winch pump; for the power and deckwash; and three in. side-discharge manual Whale pumps.

Systems of 24 and 110 volts aboard Iuda Naofa include: "Sailor' RT/144 volts and deck wash pump and video processor two; Ben speed log; Decca autopilot; and UME intercom system with three external speakers.

Achievement

Completing an 82-footer is aboard Iuda Naofa include: "Sailor RT/144 volts and deck wash pump and video processor two; Ben speed log; Decca autopilot; and UME intercom system with three external system with three external speakers.

Achievement

Completing an 82-footer is aboard Iuda Naofa include: "Sailor RT/144 volts and deck wash pump and video processor two; Ben speed log; Decca autopilot; and UME intercom system with three external system with three external speakers.

Achievement

Completing an 82-footer is steering.

Saving

As is usual practice at

pumps.

The 82-footer's trawl winch is the hydraulic Jensen type 80 model with a capacity for 1,000 fathoms of 2 in. warp on each drum. It is fitted with a capacity for ted clutches are on their output shafts and there is 24 V dc remote control from the

staunchions and pond boards. The hold cooling system is by Promac.

Mevagh fitted the slow-speed Grenaa 6F24TK diesel of 660hp at 500 rpm to the boat which has VP sterngear and a propeller nozzle as a single package. The twin electrically operated engine controls are mounted in the wheelhouse.

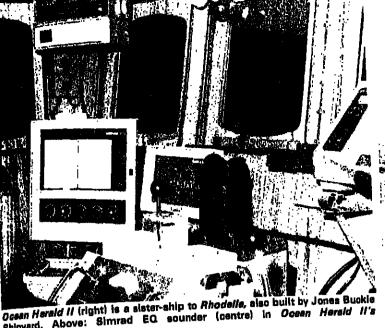
Her auxiliary diesel is a steamed neming maning mounted negative negative negative neming neming maning m

a real achievement for this private yard which has a second string to its bow. Wood is the main production — a 60 and 65-footer are now being built — but Frank Carr sees a 1.5ft. beam and daft, built — but Frank Carr sees a 3.75ft. As on Restless War, future for ferro-cement. The boat has laid decks and Recently the yard has built an aluminium wheelhouse. five and completions include Perkins supplied her mode a 21-footer, a 30-footer and a 4.236 diesel of 54hp at 1,800 34-footer. The yard started in ferro-cement by building kits from MacAlister-Car-vell. With the run-down of this firm, the yard is now working on its own.

Restless Wave is the 34-footer and a 4.236 diesel of 54hp at 1.00 with a from and she has been fitted with a Spencer-Carter redar. The boat has a two berth cabin, small fish held. Seavoice VHF and Simma footer in ferro-cement and fight been fixed bethere we have been fitted and she has a two been fitted and she has a two been fi

footer in ferro-cement and she has a beam of 13.5ft. and crayfishing under her owner is Charles Gallagher of Burton Brandan Ryan of Passage port. The yard hopes to build East, Co. Waterford, who has two more 38-footers in ferrobeen operating the boat on cement soon.

riend — has been crayfishing.



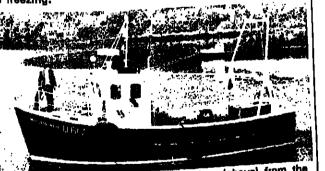
bie Patient, has started fishing just one year after being

Jones Buckie Shipyard built the boat which is similar to Eric Smith's Rhodelle (the yard's previous boat). She has s 21ft. 6in. beam and is just under 50 tons registered.

Power is from a Kelvin TBSC8 500hp main engine driving a fixed-pitch, four-blade propeller and *Ocean Herald II* schieved 10½ knots on trials. On deck there is a Sutherland hydraulic combined seine-trawl winch, a pair of Lossie Hydraulics rope reels, a 24in. Rapp power block on a Hiab crane, plus Rapp Hydraulics landing winch.
Controls for the winch and reels are fitted in the

The wheelhouse is slightly larger than that of Rhodella and is fitted with a Simrad EQ38 echo sounder display, Furuno FRS24 radar, two Decca Mk, 21 Navigators, type 350T automatic piotter, 'Sailor' 400 watt SSB/DSB radio and 'Sailor' RT144 VHF radio. Tenfjord steering gear is fitted in conjunction with Robertson AP 6 automatic

Cooling equipment supplied by Currie & Thomson Ltd.



ferro-cement 34-footer Restless Wave (above) from the Mevagh yard in Ireland has a Spencer-Carter trawl winch and



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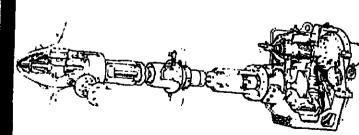
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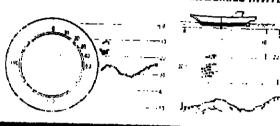
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lest per minuts. } Ton Capacity Net Haulers, Power Blocks for Rail or

ed Mounting. High Speed Fish Unloading Winches, Anchor Windleases etcaters.

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SOUTH WESTERN

● Butta of Oak, Larch, Iroko all sawn through and through

Oslo spruce poles for derricks, etc.

SOUTHERN NETS of Rye are opening new premises for the production of trawls, which will include the new 400 series wing trawls for

PIBHING NEWS

round fish.

The WFA flume tank in
Hull has been used by the
company for one-fifth scale model tests of the tenfathom wing trawl. The tests indicate the best possiole combination of bridle length, otter board size, float arrangement and weight and type of groundrope rig.

### Design

"The flume tank facilities are particularly useful for the fine tailoring required of any new trawl design," says Southern Nets. "Experiments are also being considered. periments are also being carried out on different types of flappers and

Another trawl being tested is the

# Flume tank

# helps with net design

600 series Inca. This is a high-lift combination trawl for round and flat fish. It is claimed to have proved popular for catching cod, bass, whiting, cuttle lish and squid.

As with the Southern Nets wing trawls. Inca trawls are available in

sizes up to and including 16 fathoms on the groundrope and are supplied with all rigging details. The company says its 200 series flatfish trawls "continues to be a

trawls, Inca trawls are available in

best-seller." The range has now been increased to 16 fathoms. Trawls are usually supplied "off

# the shelf" but they can be custom-made to individual requirement. Many special designs are already in

# use in various countries. Southern Nets also makes beam trawls. These have light or heavy grade synthetic fibre webbing and beam sizes ranging from 6, 8, 10, 12 to 14ft. Heavy-duty shrimp codends are supplied as an extra.

The company has perfected its trawls with the help of Grimsby College of Technology's fishing gear consultant, C. C. Radcliffe, from designs by managing director C. E. Holland.

### Range

To meet increasing demands through the swing to inshore fishing and trammel net fish, Southern Nets supplies a full range of materials necessary for making nets for these methods.

Gill nets from monofilament or nylon are also available in many different sizes. They are supplied fully rigged or in sheet form with all accessories for rigging available.

September 15, 1978

September 15, 16

SEPTEMBER traditionally the start of the oyster season in England and supplies of this succulent molluse are appearing in London restaurants and in fishmongers

A new leaflet on oysters roduced by the Ministry of Fisheries and Food (MAFF) and the White Fish Authority (WFA) puts forward guidelines to ensure forward guidelines to ensure that oysters are always good quality when consumed. I quote from the leaflet which is well worth reading:

Oysters in the shell

1. In order to keep oysters alive it is important not to let them dry out. Therefore, cover the oysters with a damp cloth, but not one that is wringing wet. Store with the deeper cup shell downwards in order to retain the oyster liquor.
2. Oysters should be kept cool

and not subjected to extremes of temperature, such as freezing. They can be kept alive and fresh for a few days in a domestic refrigerator operating at 5-8°C (40-45°F), but should not be taken in and out of the refrigerator.

3. Always handle oysters reigning oyater opening champion. He will defend his title against eight other carefully, making sure that the shell edge is not knocked

or chipped as this could result in the death of the oyster. 4. Remove any growth or dirt adhering to the outside of the

When storing in a purifica-tion plant make sure that the oysters are not kept there for more than five days at a time and, where possible, this period should be reduced to two days particularly when the temperature is high and if artificial sea water is being

6. Check every day and dis-card any oysters where the shell is either wide open, gap-ing, or sounds hollow when tapped, as this indicates that the cyster is dead or dying. 7. Regulate deliveries so that oysters are sold within three days of receipt.

### Oyster meats

Only open oysters that are alive and fresh — in other words where the shell is tight-ly closed.

2. Oyster meats should be used as soon as possible after shucking — certainly within

a. dishes containing oyster meats should be consumed immediately after cooking or, if eaten cold, should be kept in a refrigerator and consumed within 24 hours. Do

b. cold dishes containing uncooked meats should be eaten within 24 hours and kept in a efrigerator in the meantime.

native, Pacific and Portuguese oysters. The leaflet

Freezing and storage of considerable long-considerable long-considerable long-considerable long-term capital investment.

As well as being slow grow as well as being slow grow ing, lobsters are pugnacious.

cies. For this reason they have to be kept in separate containers which adds to the add to the overall costs.

tion, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG.

problems, it has been reported that preliminary costings done at Conwy indicate that commercial profitable. The production of a faster growing strain of Clarinbridge, is an example of how a few dedicated people can achieve results. tensive system could help to make the system more viable.

CHARRED REMAINS

expense of the commercial installation. Food and heat required to fatten the lobsters Mussels and shore-crabs are used to feed the lobsters, but this would not be ideal for large-scale culture. Tests with a mixture of fish meal and

reclaimed haddock flesh, bound together with jelly, has given reasonable growth and could be used for intensive culture on a commercial I'M A great supporter of any idea which helps to promote shellfish and the Galway

lobsters grown under an in-tensive system could help to



Sunday last week, killing two men. suspect sabotage. Leelholms was nosing the end of a long refit to undergo survey work. Insurance will not fully pay for the demage.

There are seven engines in the range: from the OM 636

Each one will live up to the Mercedes-Benz reputation for

Manne Engine Department, Metteder Benz (United Kingdom) Limited, Great West Road, Bri Middleter TW8 9Al 1

D (whitestoppe C difference party () coloring C (whitestoppe) () coloring

Please send me intorn

(370/42HP) to the OM 404 (370/430HP).

In addition, whichever engine

To find out more, send in the

In doingso, you will be protect

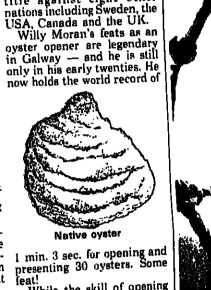
reliability, low maintenance and

you choose, it will probably outlast

remarkable fuel economy.

any other you care to name.

ing your livelihood.



1 min. 3 sec. for opening and presenting 30 oysters. Some

Oyster Festival, centred

around the little village of

While the skill of opening oysters is a sport for the chosen few — the eating of the moliuse with Guiness and brown bread is a delight in which thousands from all over the world come to Galway to participate.

ALTHOUGH at present crabs, lobsters and prawns are not reared under artificial conditions on a commercial basis anywhere in Europe, the position could change as a result of research under way in North Wales.

Scientists working the following recommendations apply:

a. dishes containing overtained under artificial conditions on a commercial basis anywhere in Europe, the position could change as a result of research under way in North Wales.

Scientists working the following recommendations apply:

Shellfish Culture Ont at Conwy, Gwynedd, have developed successful techniques for both prawn and lobster production. The question we must ask is whether the convergence of the converge intensive culture under con-trolled conditions will keep the fishmonger's sleb well

Work being undertaken on the lobster at Conwy is the idelines refer to first in Europe to include to acific and Porfull life cycle from egg to

tuxuese oysters. The leaflet diagram how to open or "shuck" oysters. Copies of the leaflet and further advice can be obtained from the following centres: Oyster meats and recipe ideas: White Fish Authority, Market Development Unit, 7 Ashley Road, Epsom, Surrey KT18 5AQ.

Storage of live oysters, purification systems: Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory, Remembrance Avenue, Burnham-on-Grouch, Essex CMO 8HA.

Freezing and storage of invelopes and intensive culture could help to supply this demanding market. Like anything worthwhile there are problems—lobsters are slow growing and it takes at least 24 years for them to be reared from egg to the required commercial alze. This involves could be tremendous.



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6ft. 9in. x 3ft. 6in,
6ft. 9in. x 3ft. 7in.
6ft. 9in. x 3ft. 1 in.
7ft. 3in. x 4ft. 1in.
7ft. 11in. x 4ft. 7in.

Sizes 1-5

Size 1

shackles to get the nose down. In fact, it is in the correct position.

As soon as the wear on the shoes moves forward, the spreading performance of the coors falls off considerably.

Inward - outward heel

On Karianda the doors

backstrop positions

On some deepsea doors there are two warp attachment points for bottom trawling; on the inshore doors are that skippers accustomed only to using Vee-doors have to learn the technique of shooting. The doors are also slightly more expensive than conventional doors.

On the plus side, the door is vantage.

have very slight outward heel the trawl. nave very signt outward need and, when it was tried to correct this to slight inward heel to see what effect this would have, it was found that the shoes were away much faster.

From this it was presumed to trawl.

Using the aft position gives shape, does not rely on the same extent on ground sheer, used for Pelagic Fishing and as other doors, for the next experiment is to try position will give the greatest and requires little point welding above the extended and requires and requires little point welding above the extended and requires and requires little point welding above the extended and requires and requires little point welding above the extended and requires a

shoes were away much faster.

From this it was presumed that, with slight inward heel (which all deepsea doors have), the doors are harder on the bottom than with outward heel, To obtain the inward heel, five fathoms of chain was used on the last section of warp.

Again heel varies at different depth and warp settings, but if you can adjust the heel to the extent of hardness you require the doors on the bottom, it could be useful. The angle of heel shows up, quite clearly as the shoe wears.

Angle of attack

Sizes of small Polyvalent doors

Sizes of small Polyvalent doors

spreading force. The door is extremely strong, well built and requires little maintenance. Manocuvring is extremely strong, well built and requires little maintenance. Manocuvring is easy with the doors and, after turning quickly the doors are suring quickly the doors and, after turning quickly the doors are suring quickly the doors are sure for any on back to the correct spread position.

There is a power saving of the suring quickly the doors and spread position.

There is a power saving of the suring quickly the doors are suring quickly the doors are suring quickly the doors are turning quickly the doors are turning quickly the doors are turning quickly the doors are suring quickly the doors are turning quickly the doors are turning quickly the doors are suring quickly the doors are turning quickly the

3ft. 3ln. x 2ft. 2in.

3ft. 11in. x 2ft. 6in. 4ft. 7in. x 2ft. 10in.

aq. ft. 13.90

16.80

19.00

22.35 25.23

30.68

3q, ft. 5.76

8.10 10.80

Sizes of small Polyvalent doors

Weight per door

264

308

Approximate Equivalent Ves-door size

Dimensions

6ft. 6in. x 3ft. 3in.
6ft. 0in. x 3ft. 7in.
6ft. 8in. x 3ft. 11ft.
7ft. 0in. x 4ft. 3in.
7ft. 6in. x 4ft. 6in.
8ft. 3in. x 5ft. 0in.

Surfac

sq. ft, 17.88 21.50 25.46 29.75

33.7B

On the plus side, the door is vantage.

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## TOP LANDINGS LAST WEEK

### GRIMSBY

Middle water £15,867: Ross Jackal, BUT (Sk. P. (Sk. R. Taylor), 1,743k, BI, 26 days. McCarthy), 600k, W, 16 days. £14,809: Yesso, Taylor (Sk. P. Brown), 376k, F, 15 days. E14,539: Ogano, Taylor (Sk. P. Penketh), 458k, W, 18 days. £11,520: Sando, Taylor (Sk. J. Penketh), 369k, W, 16 days. £6,511: Hondo, Taylor (Sk. R. Burres), 204k, W, 15 days.

### North See

£18,098: Lemberg, Lindsey (Sk. A. Wright), 549k, NS, 13 days. £13,907: Tom Grant, Lindsey (Sk. R. Sinclair), 482k, NS, 12 days.

£10,720: Suromaa, Danbrit (Sk. M. Visholm), 286k, NS, 13 days. £10,236; Charmor, United (Sk. O. Jensen), 252k, NS, 14 days, 110,167: Edlei, Danbrit (Sk. L. Gravesen), 242k, NS, 16 days. c10,105; Rosenborg, Consol (Sk. N. P. Jensen), 235k, NS, 15 days. £9.534; Angol, Danbrit (Sk. L. Gollings), 227k, NS, 17 days. £9,427: Beverley, Hamling (Sk. J. Stringer), 296k, NS, 18 days. £9,146: Well Bank, Sleight (Sk. E. Nielsen), 267k, NS, 12 days. £8,823: Fiona Jane, Sleight (Sk. E. Sorensen), 249k, NS, 16 days.

### Pair teams

£32,874: Ellen, £17,105, (Sk. A. Thinnesen), 504k, and Melissa Louise, £15,769, (Sk. G. Mussell), 448k, both United, NS, 14 days. £27.727: Ann Charlotte, £14,497. (Sk. R. Collins), 417k, and Sonia Jane, £13,230, (Sk. D. Buley), 389k, both John R, NS, 10 days. £19,969: Green Valley, £13,050, (Sk. R. Younger), 352k, and Geiser, £6,919. (Sk. M. Clark), 188k, both Daphrit, NS, 14 days. Danbrit, NS, 14 days. £17,034, Skanderborg, £9,431, (Sk. A. Mussell), 271k, and Kathleen, £7,603, (Sk. T. Scorer), 232k, both LOWESTOFT

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l celand £69,709; Solbakur, Marr (Icelandic), 2.023k. £19,801: Olduljon, Marr (Icelandic), 751k. £9,283: Stigandi, Marr (Icelandic). 449k.

£17,883: Luneda, Marr (Sk. A. Barkworth) 606k, 15 days. (Sk. T. 13,506: Boston Stirling, Boston (Sk. W. Bridge), 593k, 15 days. 27,350 £10,232: Replenish, Ward (Sk. J. Rawcliffe) 277k, 14 days. 18,663: Admiral Hawke, Hewett (Sk. H. Buckley), 273k, 14 days. £7,903: Marrie Jacob, Boston (Irish vessel), 130k, 13 days. 15,425: Resolute, Ward (Sk. J. Wright), 130k, 13 days. £4.957: Southards, Hewett (Sk. S. Carlson), 146k, 11 days. £4,454: Craigmillar, Ward (Sk. D. Bailey), 122k, 13 days.

E7,603, (Sk. T. Scorer), 232k, both John R, NS, 16 days.

Belgien trawiers

£20,165: Atlas (Z 105), Hamling (Sk. H. Meyers), 512k, NS, 12 days.
£20,118: Marbi (0 33), Hamling (Sk. P. Van Billemont), 498k, NS, 9 days.

LOWESTOFT

£20,751: St. Phillip, East Coast (Sk. J. Rogers), 90k, 6 days.

£17,631: St. Patrick, East Coast (Sk. T. Martin), 612k, NS, 10 days.
£17,631: St. Patrick, East Coast (Sk. T. Martin), 612k, NS, 12 days.
£14,699: Barnby Queen, Talisman (Sk. C. Craig), 360k, NS, 12 days.
£14,699: Barnby Queen, Talisman (Sk. C. Craig), 360k, NS, 12 days.
£13,256: Boston Sea Dart, Boston (Sk. A. Quantrill), 403k, NS, 12 days.
£13,256: Boston Sea Dart, Boston (Sk. A. Quantrill), 403k, NS, 12 days.
£14,699: Barnby Queen, Talisman (Sk. C. Craig), 360k, NS, 12 days.
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£13,256: Boston Sea Dart, Boston (Sk. A. Quantrill), 403k, NS, 12 days.
£14,699: Barnby Queen, Talisman (Sk. C. Craig), 360k, NS, 12 days.
£15,537: Norrard Star, Norrard (Sk. Days)

£14.482: Christine Nielsen, Irvin (Sk. C. Ellis), 25,876 kg, NS, 5 days. £7,373: Bishop Burton, Newington (Sk. T. Fairly), 12,988 kg, NS, 6 £7,350: Lindisfarne, Irvin (Sk. J. Bailey), 12,755 kg, NS, 3 days. £6,847: Lothian Rose, Irvin (Sk. T.

£50,027: Fyldea, £25,308. (Sk. J. £15,611: Arctic Crusader, Liston Sumner), 833k, and Jacinta, (Sk. M. Trott), 676 cwt, NS, 16 days per cwt; halibut, £11.40/£19.60; £24,719, (Sk. B. Birley), 990k, both (at Ayr).

S. 1816), 527k, WC, 12 days. £6,335: Picton Sealion, Norrard £14,561 Jasmin, John Wood Group (Sk. T. Salter), 127k, 11 days. (Sk. E. Parker), 457k, F, 16 days. £4,402: Westerdale, Linke (Sk. T. £14,031: Velia, Marr (Sk. J. Smith), 90k, 11 days. McKay), 513k, S, 14 days. £4,034: Rosevear Norrard (Sk. J. Smith), 50k, 11 days.

PORT MARKETS

water cod, £7/£7.30; fillets, shelf cod, £10/£10.80; bulk, £8/£10; bream, £10; coalfish, £4.60/£5.50; haddock, £9.80/£11; home water haddock chats, £4.20/£4.30; kit, £4.20/£4.30; gibbers, £5/£5.10; jumbos, £5.30/£5.40; selected whiting, £3.40/£3.80; small, £1.30; cod, £3, baddock, £9.80/£11; home water haddock chats, £4.20/£4.30; kit, £4.20/£4.30; gibbers, £5/£5.10; jumbos, £5.30/£5.40; selected whiting, £3.40/£3.80; small, £3.80; squid, £4.90/£5.30; sippers, £7.50/£8; per store. FRIDAY, SEPTEMBER 8 DUBLIN

DUBLIN

1,185 hoxes landed, mainly from Howth, Killybegs and Arklow. Demand was good, whiting and plaice being the main varieties. Prices: lobsters, £1/£1.60; prawns, 30p/60p; black sole, £1.50/£1.60; alips, 40p/45p; brill, 12p/27p; turbot, lħp/£1; plaice, 5p/30p; dabs, 4p/5p; cod, 24p/27p; codling, 10p/12p; black pollack, 12p/14p; haddock, 24p/26p: whiting, 10p/13p; per lb; round whiting, £8/£9; rsy, £4/£18; mackerel, £3/£4; per box. MONDAY, SEPTEMBER 11 MONDAY, SEPTEMBER 11
GRIMSBY
16 boats landed a good supply of
5,755 kits, which met a good demand. Prices: shelf cod,
£3,50/£5; codling, £2.60/£3.50;
large haddock, £4.10; medium,
£3.20/£3.90; smoll, £2.20/£2.90;
large plaice, £6.70; medium,
£4.90/£5.60; best small, £3.70/£5;
large skinned dogfish, £9;
medium, £7; saithe, £1.75/£2;
rockfish, £2.60/£3; large lemon
sole, £7.40; medium, £6.80; per
stone.

RYE (SUSSEX)

15 hosts landing. Prices: plaice, Prices: cod, 289/255; plaice, 230/250; haddock, 225/249; ling,

t23/t26; coley, £20/x28; monkfish, £42/£51; roker, £12/£47; whiting, £10/£18; gur-nard, £8/£16; turbat, £140/£170; megrim, £15/£24; per 10 st. kit.

NORTH SHIELDS

Prices: large cod. r28/r30.25;
medium. £28; selected.
c24/c24.75; small. £22/r23; very
small. c17/c17.25; whiting.
coast (Sk. J. Peek), 402k, NS, 13
days.
£12,287: Oulton Queen, Talisman
(Sk. A. Hutchinson), 315k, NS, 12

NORTH SHIELDS

Prices: large cod. r28/r30.25;
medium. £28; selected.
c24/c24.75; small. £22/r23; very
small. £17/c17.25; whiting.
£8.50/£17; large lemon sole, £34;
medium. £31; small. £21; large
plaice, £25; medium, £26.70;
small, £20/£27; large dogfish,
c13; small, £6; per 40 kilo unit.

MU KORD HAVEN NORTH SHIELDS

# MILFORD HAVEN 299 kits from three boats. Prices: squid, £40,£46; large cod, £35; medium coding,£26,£23; best and £21,£27; large haddock,£56,£25; smedium coding,£26,£25; large haddock,£56,£25; smedium coding,£26,£25; smedium coding,£21,£27; large haddock,£56,£25; smedium,£26,£25; smedium codium,£21,£27; large haddock,£56,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium coding,£21,£25; smedium,£21,£25; smedium codium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium,£21,£25; smedium codium,£21,£25; smedium,£21,£25; smedium,£2

### TUESDAY, SEPTEMBER 12 HULL

1,591 kits, a part landing from an Icelandic vessel. Price ranges per 10 stone kit heads on: cod, £32.50/£45 (average £37); codling, £31.45/£37.25 (£32.50); hadderly £31.445.60(£32.50); dock, £31/£47.50 (£41.96); plaice, £53; coley, £18.50/£26.50 (£23.75); lemon soles, £61; rockfish, £20/£29.50 (£25); red-fish, £16/£21.50 (£20.25).

Pair teams

£12,114: Novo Spero, £5,877, (Sk.

D. Fairnie), 10,524 kg, and Stardust, £6,237, (Sk. W. Fairnie), 10,970 kg, both Caley, NS, 3 days.

GRANTON

£18,848: Arctic Brigand, Liston (Sk. B. McPherson), 785 cwt, WC, 13 days (at Ayr).

£15,611: Arctic Crusader, Liston (Sk. M. Therett) Brigary (St. M. C. 11.50/£51; pair, £12,50/£6; lemon sole, £12,50/£6; M. C. 11.50/£51; medium, £11,50/£51; lemon sole, £12,50/£6; lemon sole, £12,

ABERDEEN

£22,363: Grampian Chieftain,
North Star (Sk. R. Leiper), 851k, S,
14 days.

£13,799: Arctic Riever, Liston (Sk.

D. Wright), 572 cwt, NS, 16 days (at prices: Dover sole, £255; large turbot, £166/£170; small, £11,773: Arctic Attacker, Liston
North Star (Sk. R. Leiper), 851k, S,
14 days.

£19,246: Grampian Monarch, North
Star (Sk. R. Catto), 903k, S, 15 days.

MILFORD HAVEN

£7,839: Bryher, Norrard (Sk. A.

James), 180k, 12 days.

BUT (Sk.

BUT

BILLINGSGATE

# PETERHEAD 2,368 boxes from 42 by Prices: cod and large ed. 15.50/16.30; media: 15.10/16.20; small, 3380; monkfish, 15.70/15.50; labs, 13.80; monkfish, 15.70/15.50; labs, 13.20; monkfish, 15.70/15.50; gutted white, 13.70/15.10; gutted white, 12.70/13.20; small round skieled to the control of the color o EURO CATCH '79 with hibitors from Belgium, canada, Denmark, Canada, Denmark, France, Germany, Japan, Norway, Sweden, USA and the UK, will be supand the by two con-£22.50/£25.60; per box.

September 15, 1978

affecting the industry.

Post Office Telecom-

munications has already agreed to present a paper and

invite questions on com-nunications facilities for

ships at sea, and Decca will

present a paper on position-fixing systems and its uses.

Papers on other electronics subjects are expected from

Germany and Scandinavia.

Several European as well

35 UK interests have agreed to present papers on high

speed diesol engines and other aspects of engine per-

Visitors will be able to at-

DONALD MAXWELL, founder director of the

British Marine Equip-ment Council, has died after a short illness.

In 1966 Donald Maxwell, then a director of a marine

consultancy and market in-

telligence company, was ask-

ed to set up an association for

namulacturers.

Britain's marine equipment

He constructed the

tend both conferences.

The exhibition will be held largest crabbers. However,

at Olympia, London, from June 27-July 1, next year.

Council tounder

perted by two conferences.
The European Engine
Conference and Fishing Electronics Conference will run
with the exhibition and papers will touch on factors

September 15, 199

PETERHEAD

#28/£29; large codling, £24£, medium. £20/£23; small £17/£22; large whiting, £22£, small, £19/£21.50; per balemon sole, £6.50/£7; day £3.50/£4; per stone.

# 260 boxes from 12 boats. Prior haddock, £20/£26; whiting £9.40/£16; plaice, £15.60/£3 brill, £31/£32.50; lemon sole, £-

dabs, £11.60; skate, £11.50/41; per box. FOLKESTONE Eight honts landing. Price plaice, 25.95/26.20; codling c2.80; medium cod, £4.25/£45. flounders, £2; dabs, £3.5 pouting, c1.80; whiting, c2.75/c2.85; per stone; lage Dover sole, c1.21/c1.28; sign

# 86p; small, 63p; per lb. BRIXHAM

75p/86p; lemon sole, 54p.55; large turbut, 95p/c1.05; medium

Prices: platic, C21/E23; slips, dl. squid, c7.90; monkfish, 685; whiting, c1.80/£2.80; macked c1.50; brill, c8.50; per stone.

# **Factory manager**

A PETERHEAD man well previously, he was known in the north-east manager of the com-

known in the north-east fishing industry, William Wiseman (53), has died suddenly at his Portknockie home.

Mr. Wiseman was manager of the company's factory which he established at Maud.

For a number of years he was manager at Peterhead for the Peterhead for the shellfish firm of Jarno shellfish firm of Jarno and Co. which specialised in the export of lobsters.

and effort.

framework of the organisa-tion which was launched in that year as the British

He directed its progress to a membership of more than 200 people.

Stariite is the second in a series

of 122 ft. crabbers being built

by MARCO. They are a

development of the firm's 108

ft. class which dwarfs our

**OBITUARY** 

Marine Equipment Council with just a handful of

The success of the council

is largely the story of his own

personal achievement and

the result of his enterprise

He directed its progress to

A NEW SCHEME to ensure maximum parts and service support to equipment manufacturers who fit Perkins engines, and the operators who use them, has been launched worldwide. Known as the Perkins number and warranty expiry

Engines Care Cerd Scheme, it is designed to be a trouble-

is designed to be a troublefree tie-up between the engine
user and Perkins distributors.

Distributors — and in the
UK Perkins Power Centres —
will then ensure that there is
full parts availability and service for the operator.

In future the operator who
takes possession of a Perkins
engine will find a gold seal attached to it. He will also
receive a leaflet with the
equipment which explains
the Care Card Scheme,
logether with a list of all
Perkins national distributors

The operator also receives

The operator who distributor, who

card, then has a record file of

card, then has a record file of

card, then has a record select or all perkins and copy of the care

card, then has a record file of

c

Every time you put to sea you put your trust in your engine. Your livelihood depends upon it. Even your life. So it must work. Every time.

KING CRABBER

Scania marine engines are engines you can depend upon. Totally. Robust and really reliable. Ready to take the rough with the smooth. Today, you'll find Scania engines doing rugged duty in all types of vessels – fishing boats, tugs,

off shore oil rig supply ships, ferries, pleasure craft, patrol boats and life boats, to name just some. Scania engines work on a high continuous power output. They're mean on fuel, Lightweight Compact. Backed by a full and readily available after-sales service.

American crab boat develop ment and the 122-footer is due

to join in the Alaskan king crab season which opens today.

She is fitted with two fishing stations, so pots can be hauled port or starboard to cut down

MARCO of Souttle,

Washington, is building this type of craft at the rate of one

every 45 days. She is designed by the firm and is powered by a 1,126 hp Caterpillar diesel driv-

ing an 86in, propeller, She has three fish holds to store t

total of 220,000 lb, of live craft and a raised pilot house for a

360 deg. view of fishing

Starlite will be based at Dutch Harbor, Alaska, and Is equipped with two MARCO 'Kinghaulers', two 'Kingcoilers' for pot lines and two crab pot

hydraulic dumpling racks. Ar 11-ton hydraulic drane is used

or moving the glant pots of

ianoauvring.

If you need an engine between 100 and 350 hp DIN, Scania has the power. For full details, contact your nearest distributor today.

# Scania security



Gordon Eilan UNIT COMMERCIALS LITD (Marine Division) Pottery Road Bovey Tracy Devon Tel: 10828 832645 Teles: 42762

Perkins national distributors
Worldwide.

The operator detaches the gold seal and contacts the appropriate distributor, who issues the Care Card to the operator. The card will show the type of machine, engine

after sales service — including the power unit.

Other advantages of the user joining the Care Card user joining the Care Card including the power unit.

Other advantages of the distributor will offer him distributor will offer him special discounts during the warranty period on items such as filters.

John Allen SCANLINK LTD (Marine Division) Estate Road One Bouth Humberald Industrial Estate Pyembe Grimsby DN312TA Tel: (0472) 58904 Telex: 52569





A. W. BUTLER (W/Sale) Ltd. BILLINGSGATE MARKET, LONDON EC1

IMPORTERS & EXPORTERS OF ALL TYPES OF FRESH OR FROZEN FISH & SHELLFISH PROCESSORS & DISTRIBUTORS

LQ.F. KING & QUEEN SCALLOPS

Live Eei Specialists

Parkstone Ave., Emerson Park, Horncharch, Essex Telephone: Harnchurch 43318/43916/72527

Seen within the overall context of British fish supplies, this is barely the yearly landings of a few trawlers. But British fish

ment of aquaculture.

Many of these deficiencies are set out in a 48-page memorandum compiled by the fish farming sections within the National Farmers' Union of England and Wales and activities, which are empowered to regulate water use by farms and yet also run hatcheries and supply fish agriculture and not, as others would argue, an extension of ment of aquaculture.

Occasions in Local Valuation commercial suppliers.

Another big problem area discontrol. The relevant Act goes back 41 years and is clearly inadequate.

These farmers see themaly farmers see themal agriculture and not, as others would argue, an extension of memorandum that demand cannot be met from commercial suppliers.

Another big problem area disease of fish which would be notifiable under new powered to regulate water use by farms and yet also run hatcheries and supply fish themselves.

The memorandum compiled by against some apparently confusion of Regional Water Authorities, which are empowered to regulate water use by farms and yet also run hatcheries and supply fish themselves.

The memorandum compiled by against some apparently confusion to disease prevention and control. The relevant Act goes back 41 years and is clearly inadequate.

The memorandum compiled by against some apparently confusion to disease of fish which would be notifiable under new are legislation. It proposes a register of fish farms and, also, the setting up of a Fish Health Service by the MAAF and DAFS.

RWAs can't be player and within the National Farmers' Another big problem area is that of diseases of fish which would be notifiable under new are diseases of fish which would be notifiable under new are register of fish farms and, also, the setting up of a Fish Health Service by the MAAF and DAFS.

RWAs can't be player and within the National Farmers' and the NFU of Scotland.

The memorandum compilers.

Another big problem area diseases of fish which would be notifiable under new are register of fish farms and, also, the setting up of a Fish Health Service by the MAA

farmers are looking to a big the country's fishing in- referee, says no memoran-They are convinced that their chances would be much improved if only the government would correct anomalies in policy and the laws which block the development of aquaculture.

Many of these deficiencies

dustry.

As farmers, therefore, they licensing all new fish farm sites, but not by Water Authorities. The RWAs should also be stopped from investing ratepayers' funds in expanded hatchery capacity unless it is shown that demand cannot be made and the cann dustry.

dum. It calls for a system of

The state of the s

around the coast." One of the main obstato sea farming around Brit. is the fact that sites ha previously been free to a comers for a host of activity Many of the local

farms are being let out other uses. Where farming can b. done, there are other L abilities.

vironments best suited

"Marine farmers," NE the memorandum, "m peculiarly vulnerable to lamage and loss of property Unless given adequaprotection by law, the development will be is hibited.

Left: cages such as these to inadequately protected by present laws.

25ft. versattlity, forward wheelbouse, 55hp Perkins, capatan, mat and derricks, eight lifejackets, 13.55. — Telephone: Exmouth 5211.

FOR SALE MB 'WANDERER' PD 181

Built Alexander Noble, Girvan 1968. Oversit length 39.9t., registered length 37.3ft., breadth 16ft., depth 7.1ft., tonness gross & nett 17.13. Mein engine Kelvin R8 3½:1 reduction geer, 2hp auxiliary generator. Maske four speed combined seine and trawi which, Beccles coiler, Meckey and Macleod pot and line bauler.

Equipment owned: Clipper 100 RT, Kelvin Hughes MS 29 sounder with fish laps and all boat's property.

M.F.V. "SEA JAY" for sale

Owned equipment: Margoril & chemnel VHF transmitter / receiver: Deces 101 Mt. 2 Super Reder, Woodsons RP; Simrad Skipper Echo sounder; Patter englise with dynamo. dynamo. Leased from Decca Ltd, New Mk 21 Navigator.

Lessed from Decce Ltd. New Mx 21 reavigator.
pricing six multi purpose nets in working condition; two sets of steel
till of wooden travid doors; quantity of fish boxes and spare fishing gest. Bost at present fully operational and ready to ten-Bost fished successfully up to June 78. Presently in Howsh Harbour, County Dublin.

Enquiries to: Malehide, County Dublin. Phone Dublin 450319.

Built Fairlie 1948, Length 52ft, x 17ft, 2in. x 6ft, 6in. Tonnage

Ulg, Skye. Telephone 047 042 251

# FOR SALE

# VESSELS FOR SALE "THE RISING TIDE" Built Mevagh Bostyard, Co. Donegal 1976.Length c.a. 66ft. x 22ft. x 10ft. 6in., engine Grenae 366hp with VP propeller and Kort nozzle. Rigged for trawling stern and side, Anderson & Sorrig hydraulic Ship's property: Elac Lac 72 and bottom lock, Elac Mital locar sonar and lupe, Furuno 48 mile rader, Salior VHF and radio

Property hired: Decca. Also: Aluminium wheelhouse and whele back, Lossie 26in. power

block, cargo winch and anchor winch. MR. PATRICK DOHERTY STRAND ROAD, MIDDLETOWN.

21ft. fishing boat, new capatan fitted, navigation lights, two beach beach, diesel, winch, crab pots, whelk rds. r2,500 one. Telephone: East-

18ft. 8in. x 7ft. 6in. x 2ft., Chever-ton Champ, ideal heach boat, 8hp Sabb desel recond. 1977, driving half ton Duerr capatan and lin. Jabaco bige deckwash, offset cuddy and forsard steering and engine controls, nuzen and sail, many extras, offers in ration of £2,260, transport to Pen-ture arranged. Please apply to il. Polimore, St. Martins, Isla of Scilly, Comwall. roason for sale, owner buying larger coason for sale, owner buying larger coasel, offers to 1). Hurford, telephone Brixham 51410.

Beptember 15, 1978

### ROSS MACKENZIE BOATBUILDING CYGNUS WORKSOATS

15h , iBit., 18ft., 21ft., 26ft., 32ft., 37ft., 43lt. fixed out to owners requirements. FOLDICE 13ft., 18ft., 43ft., in steel, to W.F.A. spec. Designed by Clary Mitchell. 21ft. c.a., GRP Colvic angler, launched 1971, new 1.5 Worthom Blake diesel 1975, two berth, toilet,



SEAWORKER de luxe, two berths, Perkins/Borg Warner diesel, 370 hours since new, Morse controls, electric winch, compasses, anchors. Seafarer, VHF/R/T., Ayon liferal, filip outloard unused, sea toilet, nav. lights, self draining fish tunks, herthed Ramsgate Marins, 25,000, Telephone: Thanet 61938. Unk 12 Helton Heath Industrial Estato, Lyckett Minster, Pools, Dorset. elephone (0202) 624771 and (D202) 624772 (Ansaphone)

FOR sale MFV "Lady Kuthryn" (FY 502), designed Gerald Pearn. (ft v 11ft. x 4ft. 3in., built 1978, Gardner SLW., Kelvin Hughes wunder, Seavoice VHF., Morris one for hydraulic winch, gantry, laid deck upper fastened throughout. Telephone: Polperro 213.

25ft, v 80, tishing hoat, capstan, flush decks, stern wheelhouse, may hoom, electric manual pumps, new origine, gearbox, £3,250. Telephone: 042133 2177.

FAST new Romany Jumbo fisher-man, length 26ft. 4in., heam 11ft. 2in., draught 3ft. 3in., ideal angling or pot-ting boat, forward shelter, decked Perkins diesel 100hp, Scavoice radu, Soafarer echo sounder, based Guernsey, Tolephone 47250.

Equipment owned: Clipper 100 RT, Kelvin Hughes and all boat's property.

Equipment hired: Decce Nevigetor Mk 12, track plotter, Decce Super 050 Equipment hired: Decce Nevigetor Mk 12, track plotter, Decce Super 050 rader, Simrad EY sounder, Sellor multi-channel VHF.

Vestel is well equipped and in excellent condition and is rigged for seining. Vestel is well equipped and lining and will be sold with quantity of fishing geer, sum trawling, porting and lining and will be sold with quantity of fishing geer, some key to be sold with quantity of fishing geer, controlled to the sold with quantity of fishing the sold with passing and one mid-water pair trawl. Vestel presently fishing Mevaglesey, Cornwell.

Offers to Leach and Turner, Portice, Truro, Cornwell. Telephone Veryan 508 evenings.

68.41: > 19.9h. x 8.3h. Draught Bullt in Fraserbourg, Sootland 1856. Gross tomage 60.38 tone 346 hg/1600 rpm. Dorman engine installed 1974. Overhauted July 1976. The drum winch: two 500 gats. Dissel fuel tenter one 200 gat, water tent. Six man cap-aule liferaft (new October 1977). Full rigged for side and stern viewing. Accommodation for ten man.

SEA TRIAL CAN BE ARRANGED

# M.B. HERCULES BRD 110

Built Fairlie 1949, Length 62ft. x 17ft. 2in. x 6ft. 6in. 10nnays 24.1 Gardner 6LXB 127hp 3:1 reduction. Fifer trawl winch. Vassel fully rigged for trawl flahing. Electrical property hired: Decce 050 rader, Kelvin Hughes MS 39 sounder and Falkland wireless. Simred receiver, Minch watch recolver, Redifon VHF. Vassel presently operating from Uig, Skye.

Further particulars from and offers to:

North Minch Fish Selling Co.,

FISHING NEWS

NEW unused, steel fishing workboat, 30ft. x 10ft. 9in., built 1978, heavy gauge steel, two borth cabin, cooker, toilot etc., wheelbouse, large cooker, touct etc., wheelhouse, targe work area, 90hp diesel, manual box, naw. lights, echo sounder etc., good survey, valuation. £8,500. For quick sale £8,750 ono. Telephone: Day, South Bentleet 51310, evenings Canvey Island 61710.

MFV "CONQUEST"

Steel built 1961, length 64.61t, overall length 73.61t, boam 18.61t, depth 7.1ft, gross tennege 38.33. works reconditioned 360hp GMC engine. Norks reconditioned 360hp GMC engine. New auditory engine 12hp Petter. A FINE 301r deep draught tishing good with half ton trood winch, VIII ad MF radio's, billy laid dock, v 6,700 no. Telephone: Fortamouth 28480 New prop sheft 5:1 reduction Interim cert DTI. Ship's property inch Sallor radio, echo sounder Furuno.

This vessel must be sold and closing date for renders is September 28th. All offers to by tendered to: MR. L. DOWKES Ashburn Lodge. 62 Valley Road, SCARBOROUG! Telepitone, 63477/82321

26ft. a 9ft. 6in. fishing cruiser 1964, carvel, Mercedes OM 636, three berth. nany fittings, v.g.c., 16,500, telephone Jamba Martin 2003 evenings.

of Gary Mitchell, Volvo MD (104R)
150hn new Celtic Slave (500KG), new
multi Seavoice, Decca 050 and
navigator, Neco auto pilat, Sailor
R/T, Crabber 280, 8 90, 3in, x 30,
9in, Laster 30hp air coded, 2 ton
capstan, Ferrograph, Seavoice, all
wheelhouse, Telephone: Lytchett
Minster (0202) 624771 an-aphone.

CRABBER, 1972, 35n, 6m, v 14t, 5n, v 4ft, 6in, froko on aroko to design J Gary Mitchell, Volvo M11 100BK

FOR SALE BY PRIVATE BARGAIN

# MB "DAY DAWN" (PD136)

Built of steel in 1978 by Cubow Ltd. Woolwich Overall length 85ft, registered length 79.9ft, beam 22.5ft., depth 9.3ft., ronnage 75.40. The vessel is fitted with a 600hp Alpha engine two Blackstons auxiliary.

engines.
Robertson hydraulic seine net winch and Robertson hydraulic trawi winch, Robertson hydraulic stawi winch, net drum, power block anchor windless, boom swinger. Duples block and transporter (ship's property)
ELECTRICAL EQUIPMENT BELONGING TO VESSEL.
ELECTRICAL EQUIPMENT BELONGING hottom lock and display selector.

ELECTRICAL EQUIPMENT BELONGING TO VESSEL.

WOODSONS: Atal: Laz sounder, fishlupe, bottom lock and display selector.

Sallor SSB radio, Resc-u-fone, 142 VHF radio, VHF variable receiver, talk
back radio, Robertsons auto pilot, Decca radar 914. Sallor 144 VHF.

HIRED ELECTRICAL EQUIPMENT:

DECCA: Navigator, plotter.

DECCA: Navigator, plotter.

Vessel rigged for white fish trawl, herring pair trawl, seine net. Quantity of

gest to be sold with vessel.

The vessel is in excellent condition, meantime fishing from Peterheed, all enquiries to CALEY FISHERIES (PETERHEAD) LTD., 1/3 DALRYMPLE enquiries to CALEY FISHERIES (PETERHEAD) LTD., 1/3 DALRYMPLE STREET, FRASERBURGH, Telephone; 3241/2 with whom offers should

Ciceling date for offers, 12 noon Friday, 25th September, 1978.

FOR SALE BY PRIVATE BARGAIN

MB "BOUNTY" (BF287)

Registered length 98h., breadth 19.9h., depth 8.3h., tonninge grass and next 48 0?. built of wood by Forbiss, Sendhaver. 1951. Fitted Qurdner 20th pengine 1967, Jensen travel winth, het drum. Tenfford hydraufic steering, port and settioned gallows, aft. 1794 17 rader. Sellor RVT. M329 echo sounder and foreignd VHF ship's property. Type 17 rader, Sellor RVT. M329 echo sounder and foreignd VHF and Koden scho meter path bottom lock on hirs.

Deces Navigator MKZ1 and ploter, Salfor multi channel WHF and Koden actor mater with bottom lock on Mrs.

Tisking gast includes two 300 fethom 1 jin, warps, one pair 8ft, doors, one white fish trawl and one prayer trawl.

Vessel meantime fishing from Fraserburgh and will be available for survey on 28th Soptember 1878. Office in writing to:

GEO WALKER & SONS
119 SHORE STREET, FRABERBURGH
on or before Berurday 7th October, 1978

MB "OSPREY" (INS. 219)

Bulli of wood 1963 by Willem Weetherhead & Co. Cockersis. Langth overall 68.60. length 58.40. breadth 19.50. depth 7.60. bennege 35.05 Winch Mastra hydraulic uswi winch new 1975.

Engine Kelvin disset TS 240hb complete overhaul this year and new reduc-tion past fitted 1978, electrics overhauled 1977.

tion geet mixed jare, electrice crestmented terr.
Equipment owned: Woodsons RV., Kelvin Hughes vAIP Viking, etc. sounds:
Simred, Kelvin Hughes rader.

Equipment hired: Decar Navigator, Mt.21, Docca plotter, Koden in lock.

Quantity of gast to be sold with vestal.

Vessel meantime fishing out of Lossiemouth and can be seen by serangement with William Commerc & Co., Fishesisement, Lossiemouth, ment; with William Commerc & Co., Fishesisement, Lossiemouth, relephane; 3009 or 3285 or J. CROCKETT, (elephane; 3009 or J. CROCKETT, (elephane; 3009 or J. CROCKE

Equipment hired: Decae Navigator Mk21, Dacce platter, Koden

# M/V WHITE HEATHER LK 217

Built of wood by Weatherhead, Eyemouth 1956. Length 47ft. (44.2ft. reg.) Breedth 15ft., depth 8.3ft. tonnage 24.76. Caley trawl winch (Beccies coller evallable) Lossie ped. block, Kelvin T4 120hp new 1972, wheelhouse new 1970. Vessel rigged for trawl.

gallows aft. Equipment vessels: Simrad E/L sounder. Equipment hired: VHF, Clipper 50, 101 rader, Decca 21. Geer with vessel 1 x 750 Skagen, 1 bobbin trawl, 2 sets doors, scallop gear. Vessel available for inspection by arrangement.

Offers in sealed envelope by noon 23rd. September

### LHD Ltd.,

5 Alexandra Buildings, Lerwick, Shetland. Telephone 3768. Telex 75398

# "DAWN WATCH"

Built 1980 Miller St. Monance. Engine T4 120 Kelvin 3:1 reduction. Rigged for travel and seize net. Mile

Decca rader, Docca nevigator and Decca plotter 35GT on hire. Spilor R/T 144 VHF, Sallor large sot transmitter and raceiver, Kulvin Hughes Depmer sounder, six men liferalt boat's property

This vossel is in first class guaranteed condition, with engine recently exten-

IVAN BOARDLEY & CO LTD., South Harbour Street, Ayr. Telaphone: Ayr 62892/89054 (STD 0292)



CYGNUS BASED
FISHING VESSELS. WORK BOATS AND YACHTS
WELL ENGINEERED, WELL FINISHED & VERY COMPETITIVELY PRICED CONTACT CHRIS GEORGE BRYCE-WATERHOUSE MARINE LIMITED DIGLIS WORCESTER 353284

# FOR SALE BY PRIVATE BARGAIN OCEAN HERALD

BF 102

Built of wood in 1958 by Jones', Buche Olerali length 71 3it Registered langth 85h Breadth 20 1h Dapth 8 1it Tonnege 49 82

Fitted with a 152 hp Gardner Engine which was completely overhauled and new Crank Shaft, September, 1977. Porters Ausliany Sutherlands 5 speed Spine Worth with Eccles Ceiter, Prover Block.

Equipment Hired: Decor Mk, 21 Navigator, Koden Fish graph with porten expansion Recorder, Kalvin Hughes Reder and Echosounder: VHF, Selor R-T.

Equipment Owned: Atlas Monoecope: Emergency R-T.

Equipment Owned: Atlas Monoecope: Emergency R-T.

Cuantity of Believ Net Geer to be sold with vossel The vessel is meaning completing requirements under the new Selety Provisions Rules, 1978, and will be ecit with a DTF Feshing Vessel Certificate

Offers for the vessel should be sent to John Brown & Son (Aberdeen), 27c Commercial Road, Backle, Telephone 21137, from whom further details and viewing arrangements can be obtained. BF 102

FOR SALE BY PRIVATE BARGAIN

## M.B. "REPLENISH" (BF84)

Length overall 82.5ft, registered length 77.Aft., breacht 22.5ft, depth 8.8ft, tennage gross and nett 68.8ft. Built of steel by H. McLean & Sone, Rentrew 1971. Frited
nage gross and nett 68.8ft. Built of steel by H. McLean & Sone, Rentrew 1971. Frited
not 498/pp Blackstone diesel engine, 19% Liter exuliary, 11 ton Norwinch travi
with 498/pp Blackstone diesel engine, 19% Liter exuliary, 11 ton Norwinch travi
winch, port and stailboard gallows aft., whaleback, Rapp 19th, power block, three
ton discharging winch, seine net winch by Norwinch, Beactes coller
ton discharging winch, seine net winch by Norwinch, Beactes coller
ton discharging winch, seine net winch by Norwinch. Revion Hughes Refugen. Revin
Equipment owned: Type 17 natar, MS44 schemeter, Revin Hughes Refuse.
History of the State of the Stat radar.
Fishing goar comprising three horring pair travits, two white fish single boat travits, the white fish single boat travits, the waite to be sold with resent.
third a SN, travel doors, two a SOO fathors 2in waite to be sold with resent.

Vosset tying at Fraserburgh, writers inspection can be carried out on application to Caley Flaheries (Peterhead) Ltd., Celrympie Street, Fraserburgh, telephone 3241 where offers can be lodged.

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188 Sto.
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BOAT'S PROPERTY: Kelvin Hughes type rader, Kelvin Hughes
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26ft, MFV . 50hp Petter 3:1 reduc tion, Graph sounder, one ton winch, three trawis, doors, 65,000, offers, good survey, no time wasters. Telephone: Frinton on Sea 3241.

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Continued from Page 21

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This vessel deploys ten anchors during

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anchors. The moorings and buoys can extend to a distance of 2,000 feet from the

vessel. Two anchor handling vessels are

also employed by the vessel frequently ad-

A wide berth is requested by all vessels.

initial position of commencement of operation at KM 7 57 DEG 37' 30" N. 01 DEG

37' 00" W and vessel will thereafter work

on sections of said line to KM 100 at 58

DEG 20' 00" N. 01 DEG 09' 00" W.

Estimated duration of operations 45-80

The 'Bar 316' will commence operations

in position 58 DEG 32' 04" north 01 DEG

02' 11" west and continue trenching in a

shoreward direction for a distance of

23KM. The 'Bar 316' lies to six anchors and

these anchors may be deployed to a dis-

The barge "CREEK" commenced trenching

on the FLAGS line on 26th August 1978.

The "CREEK" will be engaged in trenching

operations on this line from the offshore.

The barge lays eight anchors running up to

1000M from the barge. The anchor handl-

ing tugs "ELISKA THERIOT" and "TOYO

ALLARIO" are in attendance on the

tence of 3000M from the barge.

justing the anchor pattern.

days.

"CREEK".

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